MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII No. 8.

$4.00 per year. Single Copy 10 Cents.

STRONG COMMENDATION.

[The Little Rock Daily Gazette.].

The Manufacturers' Record, of Baltimore, which has always done yeoman service to the South, has more than ever put itself in the lead of cotton manufacture for the Southern States. Its pages in these days of "Cotton Mills for the South" teem with encouraging details of the industry. And it is a poor week with that remarkable publication when it does not add to the cloud of witnesses in favor of Southern industry and enterprise.

It is clearly a case of reaping where that journal had sowed good seed, but with this advantage of having effected great ends for the Southern States, at the same time it has there through prospered wonderfully. It was a bold though original venture, that of an industrial publication devoting itself exclusively to mending the broken fortunes of the Southern States. But it has effected its object by reason of its thoroughness and conservativeness, the fruit of which is seen in the industrial South of today.

The Gazette has constantly turned to the pages of the Manufacturers' Record for information during its own discussion of cotton mills, and there is not a day that it was not possible to obtain from it data enough for a column editorial.

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Baltimore, March 18, 1898.

The Westinghouse Air-Brake Company

is now prepared to fill orders at an hour's notice for one or one thousand sets of **Air-Brakes for Freight Cars,** having at their new works an annual capacity for turning out air-brakes for

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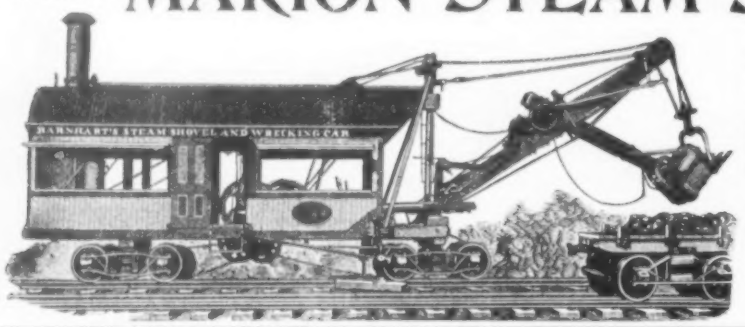

Manufacturers of

Barnhart's Steam Shovels, Dredges, Ditching Dredges, Railroad Ditchers, Wreckers, Ballast Unloaders, etc. Our Steam Shovels are largely used on Railroads and by Contractors, Brick Manufacturers, and in excavating Iron Ore, Handling Stock Ore, Stripping Coal Fields and Stone Quarries, and are a most desirable machine for any use where excavating machinery can be used. All of our machines guaranteed to give entire satisfaction; otherwise may be returned at our expense.

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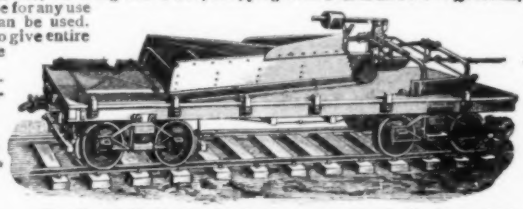
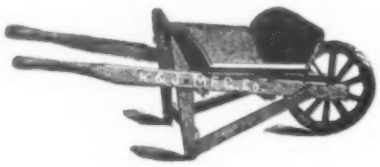


Barnhart's Ballast Unloader; no center rib or leader is required.

We are Selling Wheelbarrows,



And have been for a number of years. You won't fail to find some of our make if you will glance about. They are everywhere.

Let us quote you price. We make the best.

THE KILBOURNE & JACOBS MFG. CO., Columbus, Ohio, U. S. A.

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XUM

CLASSIFIED INDEX OF ADVERTISERS.

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Agricultural Implements.
Hench & Dromgold, York, Pa.

Air Brakes.
Westinghouse Air Brake Co., Pittsburg, Pa.

Air Compressors.
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Stilwell-Bierce & Smith-Vaile Co., Dayton, O.
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Rand Drill Co., New York, N. Y.
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More, Jones & Co., St. Louis, Mo.
Bailey-Lebby Co., Charleston, S. C.

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Norrish, Burnham & Co., Inc., Glen Rock, Pa.
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Babbitt Metal. [See Anti-Friction Metal.]

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Maryland Mfg. & Const. Co., Baltimore, Md.
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Stanley Electric Mfg. Co., Pittsfield, Mass.
Card Electric Co., Mansfield, O.
Chas. E. Gregory Co., Chicago, Ill.
American Engine Co., Bound Brook, N. J.
Smethurst & Allen, Philadelphia, Pa.
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The Electrical Engineering & Supply Co., Charlotte, N. C.
Stanley Electric Mfg. Co., Pittsfield, Mass.
Westinghouse Elec. & Mfg. Co., Pittsb'g, Pa.
Shawhan-Thresher Electric Co., Dayton, O.

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Crouse-Hinds Electric Co., Syracuse, N. Y.
Northern Electric Mfg. Co., Madison, Wis.
The Bradford Belting Co., Cincinnati, O.
B. F. Sturtevant Co., Boston, Mass.
The Electrical Engineering & Supply Co., Charlotte, N. C.
Maryland Mfg. & Const. Co., Baltimore, Md.
The United Electrical Imp. Co., Phila., Pa.
The Cornman Co., Cleveland, O.
Stanley Electric Mfg. Co., Pittsfield, Mass.
Card Electric Co., Mansfield, O.
Western Electrical Sup. Co., St. Louis, Mo.
Chas. E. Gregory Co., Chicago, Ill.
Westinghouse Elec. & Mfg. Co., Pittsb'g, Pa.
Shawhan-Thresher Electric Co., Dayton, O.

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Morse, Williams & Co., Philadelphia, Pa.

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John Muirhead, Pittston, Pa.
Riter-Conley Co., Pittsburg, Pa.
Edw. E. Erikson, Pittsburg, Pa.
Lathbury, Spackman & Bache, Phila., Pa.
The Electrical Engineering Supply Co., Charlotte, N. C.
Tower & Wallace, Holyoke, Mass.
B. C. Howard, Baltimore, Md.
John McDonald & Sons, Austin, Texas.
The Hutton Engineering Co., Lexington, Va.
M. F. Abbe, New York, N. Y.
Alber & Byrne, Birmingham, Ala.
J. M. Wilkinson Mfg. Co., Bridgeport, Pa.
Watkins & Hardaway, Birmingham, Ala.
N. P. Pratt Laboratory, Atlanta, Ga.
W. B. Smith Whaley & Co., Columbia S. C.

Engines [See Machinery.]
Muirhead Machine Works, Pittston, Pa.
Chambersburg Eng. Co., Chambersburg, Pa.
The Murray Iron Works Co., Burlington, Ia.
Middletown Machine Co., Middletown, O.
High Point Mch. Works, High Point, N. C.
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23 Years

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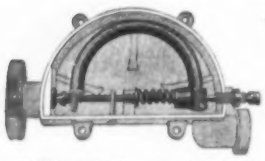

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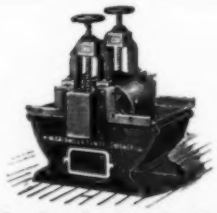

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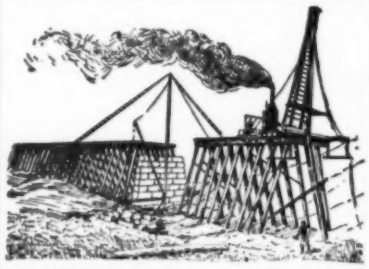

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Lombard Iron Wks. & Sup. Co., Augusta, Ga.
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Birmingham Boiler Wks., Birmingham, Ala.
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Draper Co., Hopedale, Mass.
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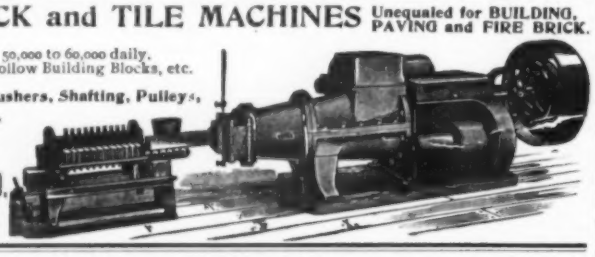

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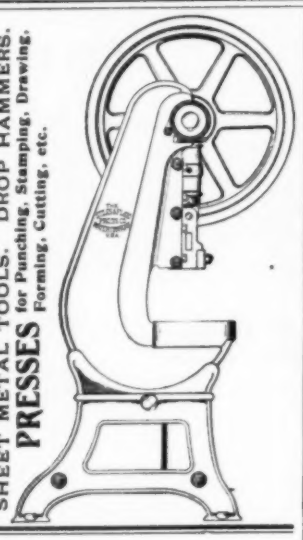

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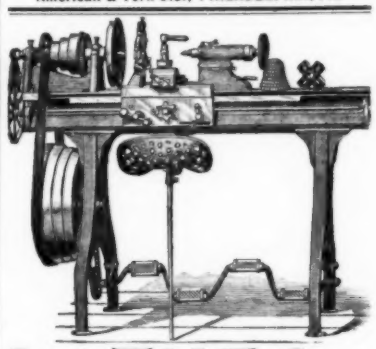

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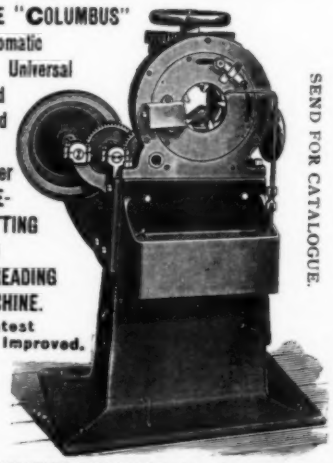

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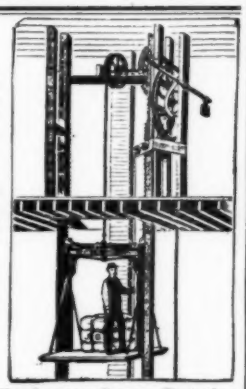

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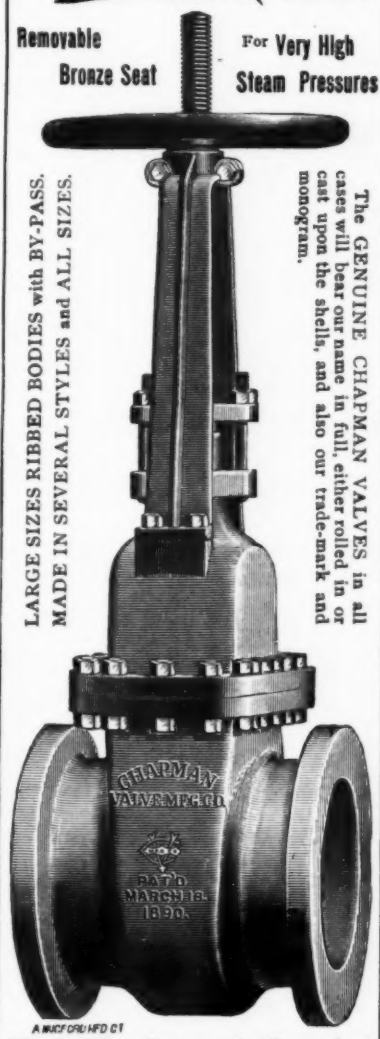

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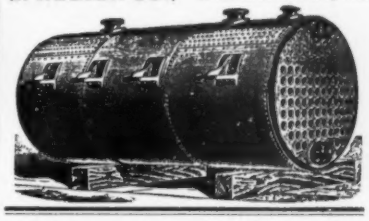

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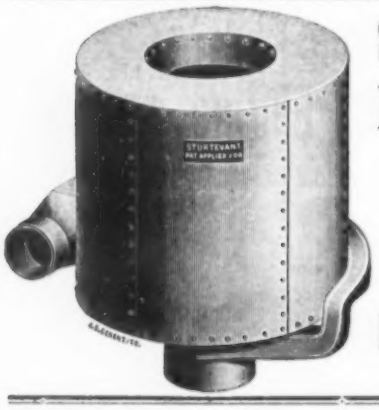

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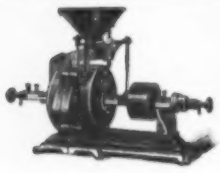

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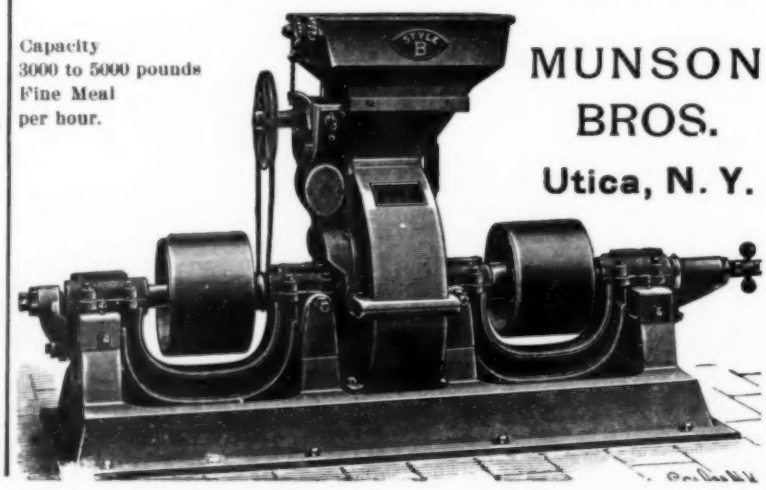

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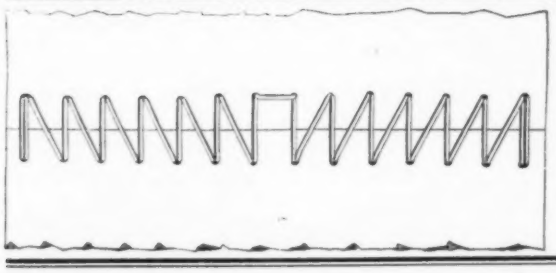

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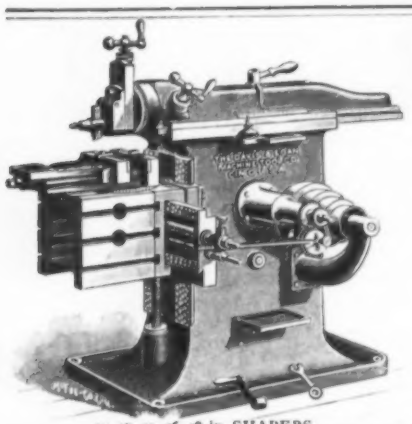

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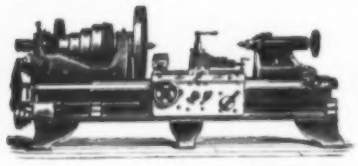

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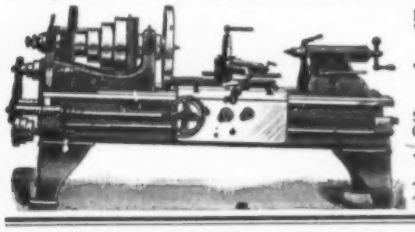

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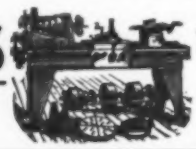

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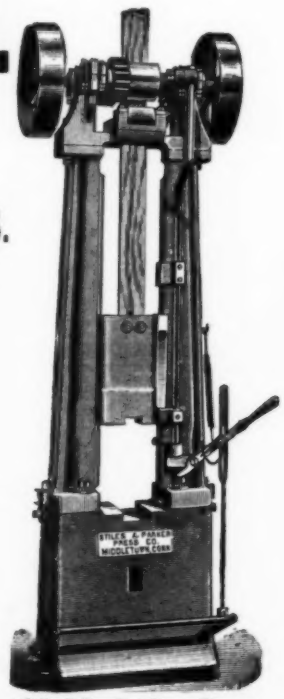

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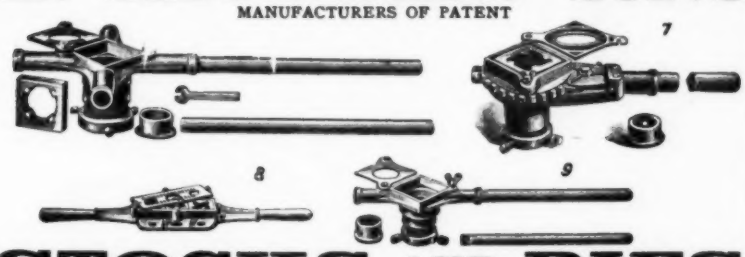

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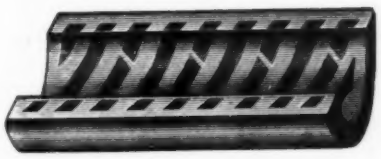

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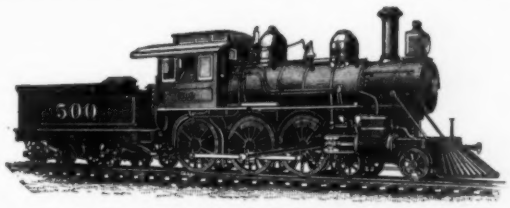

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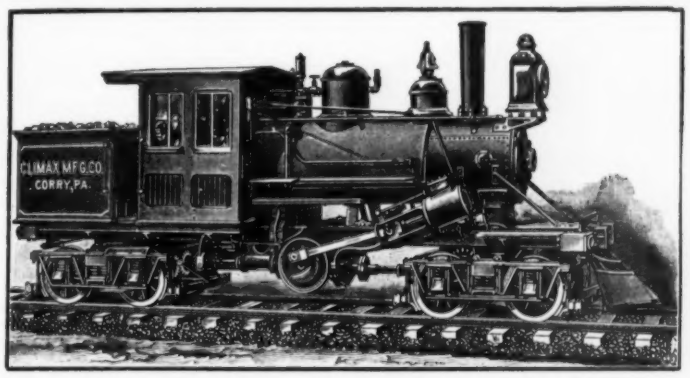

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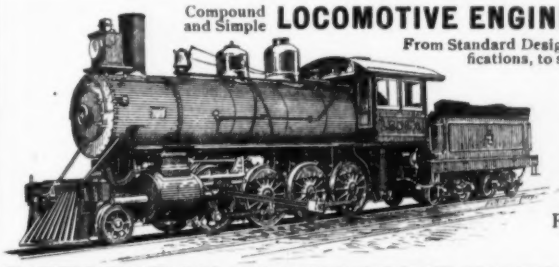

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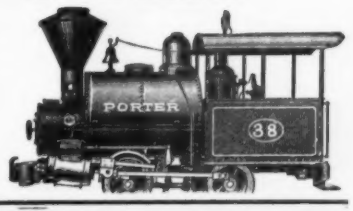

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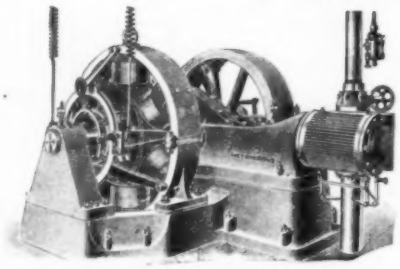

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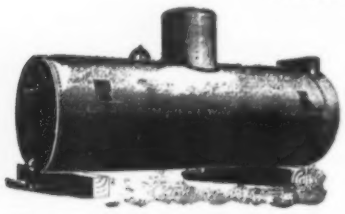

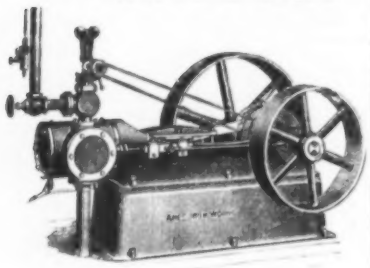

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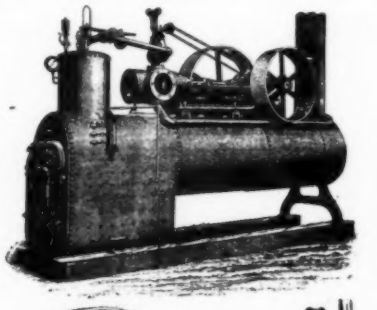

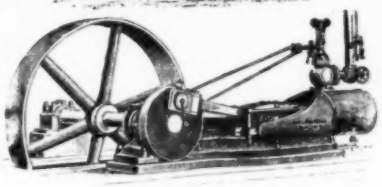

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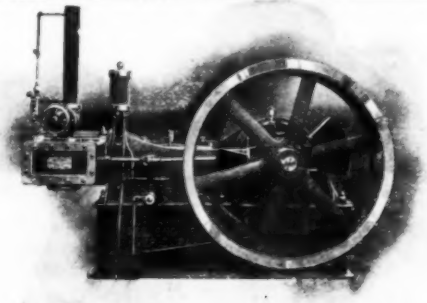

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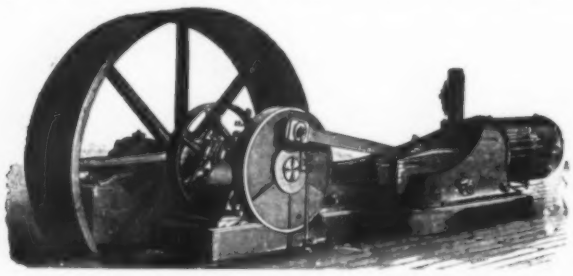

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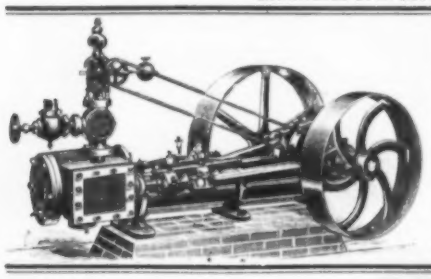

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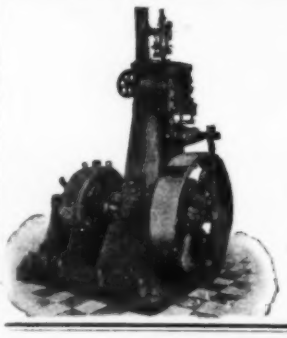

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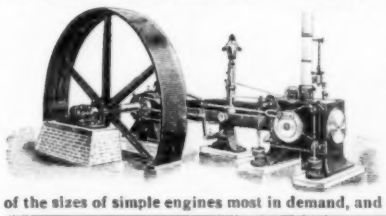

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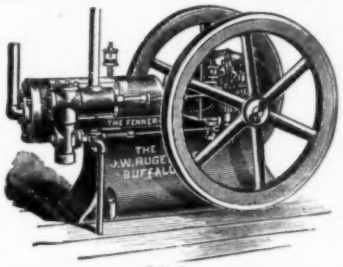

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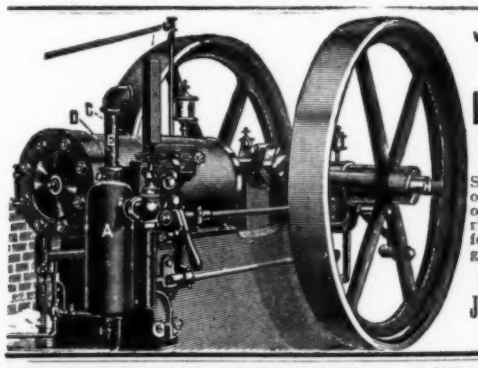

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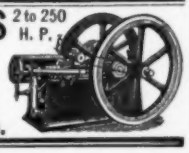

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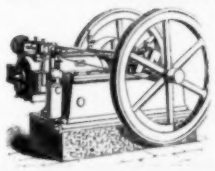

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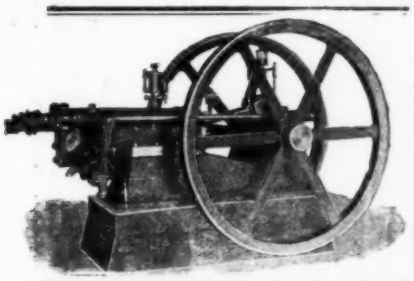

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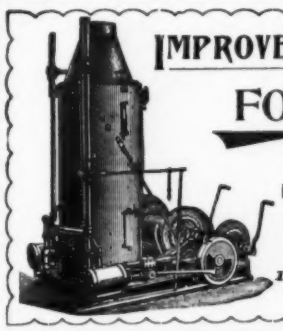

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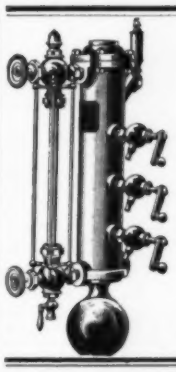

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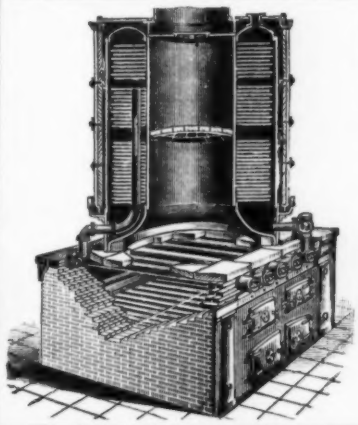

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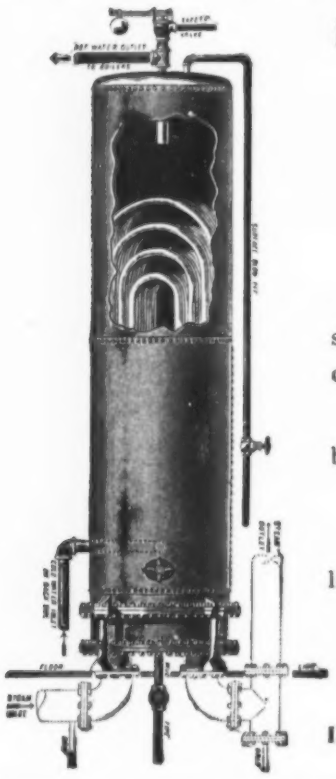

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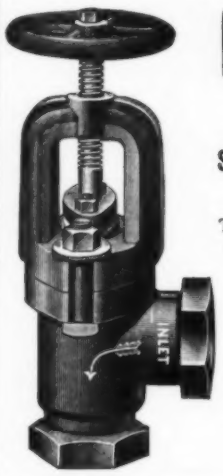

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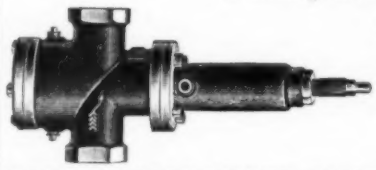

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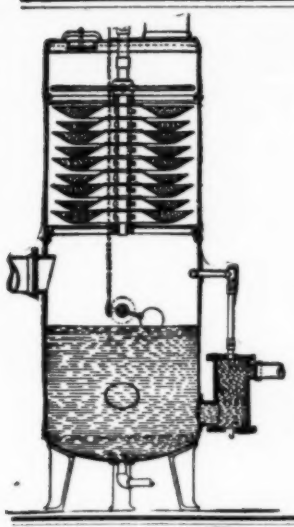

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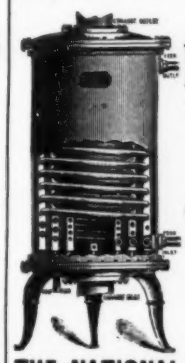

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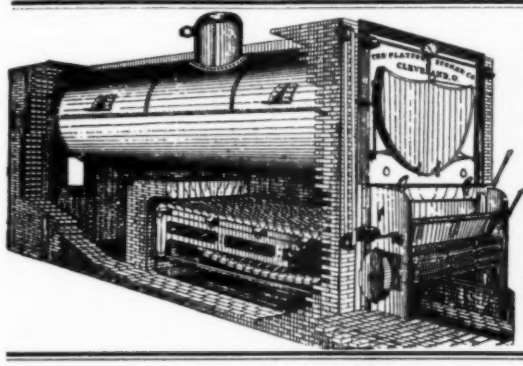

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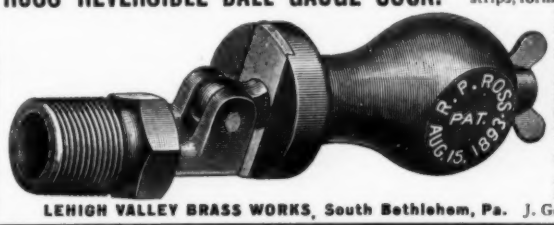

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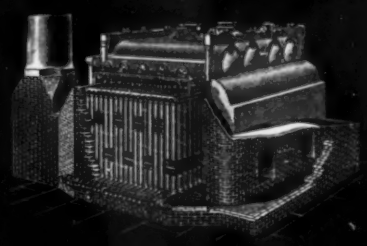

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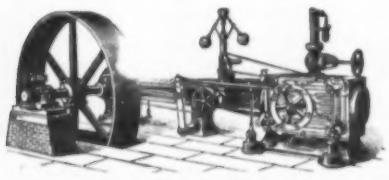

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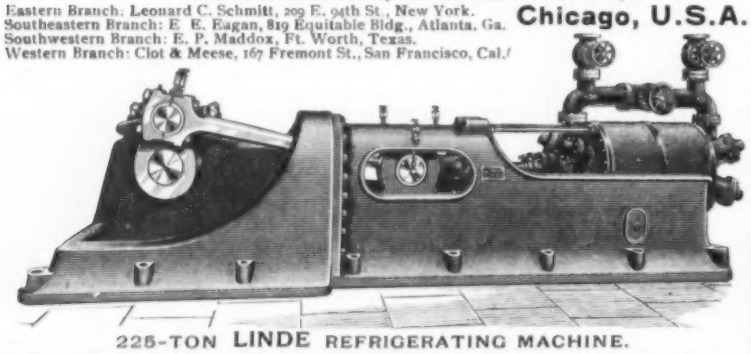

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now invested in manufactures as follows:

Class.	No.	Hands empl'd	Capital invs'd	Annual product.
Bag factories	2	55	150,000	475,000
Bagging factories	1	325	300,000	350,000
Barrel factories	1	123	225,000	150,000
Basket and willow-ware factories	2	13	10,000	25,000
Basket & veneer wks.	1	250	75,000	125,000
Breweries	1	100	167,000	300,000
Broom factories	1	10	2,040	6,000
Candy factories	10	60	100,000	325,000
Carriage&wagon wks.	6	100	50,000	100,000
Cider and vinegar	3	15	15,000	35,000
Cigar factories	9	100	60,000	262,000
Cotton factories	1	645	600,000	700,000
Cotton & wool pick's.	1	15	10,000	30,000
Cotton ties, etc.	4	20	10,000	25,000
Envelope & box facty.	1	65	30,000	75,000
Fertilizer works	12	1,400	5,325,000	4,265,000
Flour and grist mills	8	275	150,000	700,000
Foundries & iron wks.	3	200	250,000	300,000
Ice factories	2	25	75,000	100,000
Job printing and bookbinding	8	150	325,000	450,000
Knitting factories	1	90	24,000	40,000
Lead factories	1	10	40,000	130,000
Marble & granite wks.	5	60	40,000	75,000
Mattress factories	2	35	27,000	70,000
Men's clothing	11	90	60,000	250,000
Oil refineries	1	5	20,000	325,000
Proprietary estab'mts.	35	170	75,000	150,000
Rice mills	2	150	400,000	1,000,000
Saddleries & harness	9	30	60,000	150,000
Sail & awning fact'ies	2	25	40,000	70,000
Sash & blind factories	5	320	350,000	850,000
Saw and lumber mills	8	250	300,000	850,000
Ship and boat yards	3	70	75,000	175,000
Shoe factories	1	45	25,000	100,000
Soap and candle facty.	1	15	25,000	60,000
Soda water, etc.	22	150	70,000	650,000
Underwear factories	3	150	100,000	175,000
Totals	190	5,617	$9,640,000	$14,418,000

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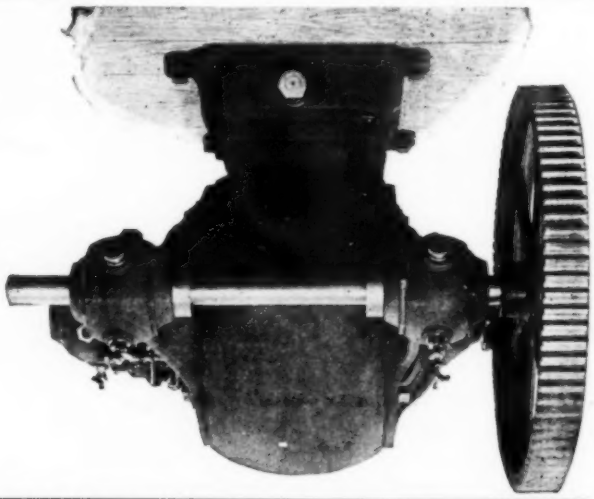

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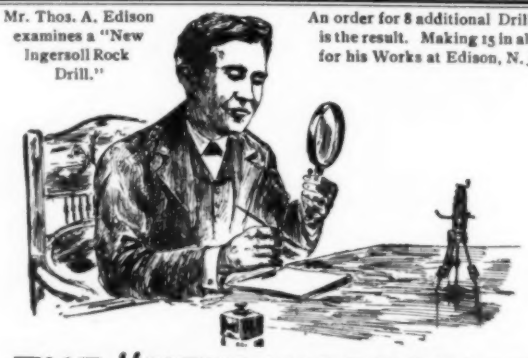

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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, MARCH 18, 1898.

For Baltimore's Trade.

A movement is under way among the retail merchants of Baltimore to organize an association for the benefit of securing reduced rates over railroad and steamboat lines at certain seasons of the year in order to increase the business of the city from its outside territory. Some time ago the Manufacturers' Record called attention to the fact that Baltimore seemed to depend almost entirely upon the country south of the city for trade, instead of making systematic efforts to obtain it in all directions. A glance at the map shows that to the north and west of the city, within a radius of 150 miles, is a thickly-populated section of country. The great majority of these people, however, purchase their goods in Philadelphia and other Northern cities, although those in a position to know claim that Baltimore merchants sell the same quality of merchandise as low if not at a lower price than their Northern competitors.

The argument is advanced that during what were known as the Southern trade excursions in 1897, merchants from as far South as Georgia purchased their goods in Baltimore in preference to New York, for the reason that it was more to their advantage to do so. In some cases these people came a distance of from 450 to 500 miles. If Baltimore has such advantages in Southern trade, there seems to be no reason why it cannot obtain a large portion of the wholesale and retail trade of Southern and Central Pennsylvania and Delaware, which are much nearer than North Carolina and the larger portion of Virginia. It is well known that York, Pa., for instance, which is less than sixty miles from Baltimore, has transferred the bulk of its trade from this city to Philadelphia, although the latter is fifty miles further from it than Baltimore. Many other reasons might also be given for an aggressive association, such as now proposed, in increasing the trade of Baltimore merchants and in enhancing the importance of the city and adding to its present small floating population.

Regulating the Railroads.

Railroad officials and investors have expressed their relief at the Supreme Court decision in the Nebraska maximum freight-rate case, and their relief is shared by everybody who appreciates the value of railroads to the State. The decision was an eminently conservative one. It did not rule that the State could not concern itself with a quasi-public corporation. On the contrary, it emphasized the principle that the State has power to fix charges of a railroad company for transportation up to a certain limit. That limit is the action whereby the carrier cannot earn "such compensation as under all the circumstances is just to it and to the public." Mr. Chauncey M. Depew, president of the New York Central Railroad, has expressed in the New York Times a practical view of the situation. He said:

> The contention of the men who framed the Nebraska law, and of the people in other Western States who agree with them, has been for years that the legislatures have the right to confiscate railroad property within the States by fixing rates so low as to leave no return to stock and bond holders. Some of them have gone so far as to say that when people with money build a railway, and after they have enjoyed interest on their investment for a few years, they are sufficiently rewarded, and the State should take the road and confiscate the capital.
>
> Of course, if the people who have money to build railways believed that this doctrine would prevail, no more railways would be built. If the doctrine had been sustained by the Supreme Court there would have been a panic in railway securities. Every investor would have understood that he held his stock subject to its being made worthless by an act of some legislature. There is now in bonds and stocks of railways about $10,000,000,000, and most of the investments of the country are based on these. If that investment can be rendered worthless over night by a bill jammed through a legislature and approved by a governor in three hours, nobody would invest in such property. Such a doctrine, if carried out, would cause greater loss than our years of civil war.
>
> The decision of the Supreme Court is just what every sound lawyer and business man expected it would be. It gives stability to investment, and will help not only railway investments, but all other American business and securities. In other words, it is a declaration from the highest court that property is safe in this country, and that the accumulations of industry are not to be distributed by hostile legislatures.
>
> The legislature has the power to fix rates within lines where the railways can live and get a reasonable return. As to what are reasonable rates, the Supreme Court would decide finally. This is a new country, and railways are necessary to develop it. There are still immense areas yet undeveloped which can never be developed without railway lines.
>
> If that case had been decided in favor of the Nebraska law, not another mile of railroad would have been built in that State. The railways now within the borders would not have maintained their roadbed and equipment, and in five years Nebraska would have been far behind the rest of the country. There would have followed, inevitably, a cut in expenditures, and wages would have gone down 25 per cent.

The matter of reasonableness of charges seems to be left to judicial interpretation, but the decision will undoubtedly have a deterrent effect upon such bodies as the North Carolina railroad commission, now that the highest tribunal has impressed upon them the fact that they are not autocrats.

A Great Enterprise for the South.

Last week the Manufacturers' Record published an account of the great work that is being done in Florida by Mr. H. M. Flagler, who has invested $10,000,000 or more in building hotels and a 360-mile railroad to open up the east coast of Florida, as an illustration of what the great capitalists of the country are doing in the way of developing the South. Today we have the pleasure of definitely stating that Mr. C. P. Huntington and his associates in the Newport News Shipbuilding & Dry Dock Co., will immediately begin the expenditure of over $1,000,000 in the construction of a dry-dock almost double in size to any in the United States, and probably the most modern and complete in the world, thus giving the South this great preeminence. While Mr. Carnegie is writing letters advocating the building of a great shipyard at New York, Mr. Huntington is steadily building up what promises to be the most complete and possibly the largest shipyard in the world at Newport News.

Mr. C. B. Orcutt, the president of the Newport News Shipbuilding & Dry Dock Co., telegraphs the Manufacturers' Record as follows:

> A large dry-dock is to be built at Newport News, constructed in two sections, each capable of docking the largest battleship. The total length of the dock will be 1150 feet, the width at the bottom eighty feet, and the width at the top 165 feet, all to be of the latest approved design. We ask no subsidy from the government.

This shipyard already gives employment to several thousand hands, and the time is probably not many years distant when its pay-roll will include 7000 to 8000 or more. The creation of this magnificent enterprise is a monument to Mr. Huntington, and is one unanswerable argument in favor of the South's doing its utmost to command the favorable attention of the world's great capitalists.

The Defeat of the Loud Bill.

The New York Independent, referring to the defeat of the Loud bill, says it—

> would have corrected some abuses, but it had also glaring defects. As reported from committee, it dealt a serious blow at the country press, and was unreasonably illiberal as to sample copies by which publishers advertise their newspapers. This was corrected only in part by the amendments offered, and not sufficiently to remove the objections which were urged upon congressmen with a force they could not withstand. Moreover, there was serious doubt as to the exact scope of the bill. The attitude of Mr. Loud and his committee was uncompromising, and congressmen whose constituencies were seriously affected resisted the idea that the deficiency in revenue should be made good at the expense largely of one or two classes.

The Independent recognizes the injustice of this bill to the country press, and the Manufacturers' Record joins the Independent in regarding its defeat as a very wise act. The bill was an extremly unwise measure, and the members of Congress who opposed it are justly entitled to the hearty commendation of the country press, and really to the commendation of the entire reading public.

For Tennessee Industries.

Energetic and progressive men of Nashville are working enthusiastically for the convention to be held this spring to further the industrial interests of Tennessee. Typical of the movement was a meeting held last week at which Col. J. B. Killebrew, immigration agent of the Nashville, Chattanooga & St. Louis Railway and chairman of the committee on agriculture, presented an elaborate paper to show how the farmers are to be benefited by the industrial development of the State.

He took the ground that in this age a State that relies mainly upon agriculture is compelled by an inexorable law to be poor, and that to double the products of the farm without providing markets for them was absolutely wrong. He said:

> The highest wisdom, therefore, dictates the policy of increasing the number of productive consumers who will engage in the manufacture of such articles as the farmers need and who will exchange them for the products of the farm. This gives a constant market to the farmers and to the manufacturer without the intervention of anyone. When the manufactured products increase to a point beyond the requirements of the immediate locality they go out in ever-expanding circles to distant markets and their value is returned to enrich the community. By bringing the farmer and manufacturer side by side a demand for less exhaustive crops is created and every bean, pea, potato, onion, tomato, apple, peach, pear, etc., that will not bear long carriage is sold to the home market at good prices. These perishable crops and fruits are not infrequently the most profitable products of the farm; and, further, the exhausting crops of hay, corn, oats, barley, etc., when the farms are near manufactories, are fed to live stock on the farm to supply the demand for meat created by such manufactories. By saving the manure the farm is enriched and its capacity for production increased year by year. A diversified industry springs as readily from the presence of manufacturing establishments as fruits come from the flowers.

Colonel Killebrew traced the growth of the cotton industry as indicating the advantages to a community of manufacturing undertakings, and emphasized his argument by comparative statistics, and contended that, with judicious laws for the encouragement of stock companies and with the advantages possessed by the State of Tennessee for engaging in almost every possible manufacturing industry, there is no reason why it may not take a high rank as a great manufacturing State, and, what will be of far more interest to the agricultural classes, double their incomes by doubling their markets. In conclusion he said:

> The central position of Tennessee gives the manufacturer peculiar advantages for receiving his raw material and for dis-

tributing his manufactured products over a wide region. The farmers of the State meanwhile are suffering comparative poverty for want of consumers. Every suggestion from our condition and resources impels us to believe that the time was never more propitious than at present for relieving our agricultural classes by increasing the manufacturing industries of Tennessee. We have shown that as the number of farmers relatively decrease their profits increase; that consumers rather than producers of agricultural products is the great need of the State. For this reason we should have more towns and cities and manufacturing centers to take our products. Our commerce must be enlarged and extended by diversifying our industries. Less land should be cultivated and greater yields made by enriching the soil. Less labor should be employed on the farms and more in the factories. As these changes are gradually made the manufacturer and the farmer, the railroads and commercial classes, each constituting a component and essential part of the social organism, become the correlatives and complements of one another, mutually aiding and sustaining each other and forming a pyramid whose strength and stability are derived from the equilibrium of the social structure and from the resulting prosperity and happiness of the whole people by reason of this equilibrium. The arraying of one class against another in this economic system, with the expectation of benefiting either one, is the delirious dream of political fanaticism. For the railroads to war against the farmers or the manufacturing class, or either of the other or both to war against the railroads and the commercial classes, falls like a withering blight upon all progress and prosperity. Harmony and justice, sound wisdom, discretion and common sense should characterize the actions of all these strong elements that build up the greatness of States and nations and advance man to a higher scale in the civilization and enlightment of the world.

These are words which the citizens of every State should seriously consider.

A Boston Explanation.

The London Statist publishes a letter from a Boston (Mass.) correspondent, who, in discussing the cotton-mill situation, says:

Our cotton mills in New England are not doing well because we in New England have built a great many cotton mills at the South in order to get cotton more cheaply and in order to get first-class labor more cheaply. The hands of the cotton mills here are chiefly from Ireland and Canada. When I was a boy the farmers' daughters hereabouts used to work in the cotton mills, and they were a first-rate set of hands. The same was true of the men. These people, almost without exception, have found something better to do, and so the French-Canadian and Irish laborers have come in and have learnt to want a good many things unnecessary to their comfort. I am glad enough that they should have all that they can earn; but the poor white population at the South (which in slave times was wretched in its method of living, and which did very little but till the soil in a very small way and hunt) has now gone into the cotton mills. Though uneducated, these people make excellent hands for cotton spinning, and they live on much less than the people here; hence these low prices. But, as you see, various companies owning cotton mills here also own cotton mills at the South.

This correspondent is a little confused as to facts. He seems to intimate that the French-Canadian and Irish laborers came into New England because the natives had found better employment; whereas, we are inclined to think that the influx of the foreign element was hastened by the efforts of New England employes to prevent a reduction in their wages. Coming from the Athens of America, the phrase "have learnt to want a good many things unnecessary to their comfort" is another indication of the fading of the American sense of humor, especially in connection with the talk of cheap labor in the South.

But the first sentence has much truth in it, and explains much of the present stringency in New England. It is the record of a response to a natural law, the operations of which, we hope, may never be interrupted.

Senator Proctor is right. The readiness of the South to fight for the nation is worth all that our preparations for war have cost, and vastly more.—New York World.

This idiotic stuff is out of date. It wasn't worth $50,000,000 or fifty cents to find out that "the South is ready to fight for the nation." Every man who is intelligent enough to be outside of an insane asylum knew it. The idiots who have been talking about the "South's loyalty" would, in the event of war, continue to talk, while the South did the fighting. It is time to call a halt on this kind of business. The South is a part of the nation, and a very big part at that. It is busy attending to its own affairs, but whenever the country or the country's honor is at stake and the call to arms is made, the South will send two volunteers in proportion to population to every one from the rest of the country.

FURNITURE AND SHOE FACTORIES

New Industries to Be Established at Houston, Texas.

[Special Cor. Manufacturers' Record.]

Houston, Texas, March 14.

Houston business men have talked "shoes" with special interest during the last week. A manufacturer from Indiana submitted a proposition to the Houston Business League, which is now under consideration by the manufacturing committee of the league. Whether this particular maker locates in Houston or not, it seems to be the determination of a number of our business men to establish a shoe factory here, for it is certainly an industry which would prosper from the start.

The Lottman Manufacturing Co. is laying plans for the production of furniture in this city. The extent of the factory as yet is not fully decided upon.

The cattle interest of Texas—and it is more important than cotton—is in a prosperous condition. Cattle men are making money, and it is estimated that during a convention held at Fort Worth last week, that there were trades exceeding $2,000,000 in amount.

There is a great deal of snap in the lumber trade; in fact, many mills which have been idle are now running full time, and some have orders for several months ahead.

Houston has determined to give a celebration April 19 to 22, inclusive. The 21st of April is San Jacinto Day, the anniversary of the victory won by the Texas heroes over the Mexicans. At this battle Santa Anna was captured. San Jacinto Day still continues to be the biggest day of the year in Texas. Neither Christmas nor the Fourth of July can compare with it.

Interest is upon the increase in tobacco culture. A committee of the strongest business men of Houston is discussing the feasibility of making Houston a tobacco market of special importance.

Houston business men agree with the Manufacturers' Record in the fact that of the 483 cotton mills in the South, more than nine of them should rest upon Texas soil. This city is the largest interior cotton market in the world, and certainly should count among its industries a cotton mill.

It is announced from Washington that the House of Representatives committee on naval affairs has agreed upon the construction of five modern dry-docks, one of which is to be at Algiers, near New Orleans, La.

NEGLECT OF SOUTH'S RESOURCES

The Government Handicapped by Having No Base of Supplies in This Section.

The present crisis in the relations of the United States with Spain has strikingly shown the neglect of the government to appreciate the resources of the Southern States from a military and naval standpoint. Leaving aside the fact that the seaports in the South have been among the last to be provided with the means of protection, and that the work of building fortifications and furnishing armament to the Northern cities was taken up and partly completed before work south of the Potomac river was begun, it may be said that the government is acting at a great disadvantage on account of not having bases of military and naval supplies in this section of the country. During the last few weeks guns, ammunition and other equipment have been shipped from as far north as New England in some instances, to the Gulf cities, a distance of a thousand miles. At present the United States has no plant for repairing its warships south of the Norfolk navy-yard, except, perhaps, at Pensacola, although in case of war with Spain a plant of this kind on the Gulf coast, for example, would be of the utmost value, as the scene of conflict would undoubtedly be in the vicinity of the West India Islands. The gun factories owned by the United States are entirely outside of the Southern territory, the nearest to the Southern seacoast being that at Washington, nearly two hundred miles from Hampton Roads.

The coal fields of Alabama contain an inexhaustible supply of fuel, which has already been proved by tests to be specially adapted to the use of warships. This is easy of access, and can be shipped by way of New Orleans, Mobile and Pensacola, Fla. It is unnecessary to refer to the resources of the Birmingham and Tennessee districts, where the necessary material adapted to the manufacture of steel for armor and ordnance can be obtained, and the cost of manufacturing be reduced to a minimum.

The Manufacturers' Record in previous issues has referred to the facilities in the South for the location of a first-class government shipyard at Port Royal, S. C., and other points on the South Atlantic and Gulf coasts, in proximity to an abundance of ship timber and other requisites for construction. The question of an armor-plate factory, still unsettled, has already shown the facilities which the South has for this branch of industry; also a plant for making ammunition of different kinds, for which the government is now spending millions of dollars.

Such works as these would have the advantage of being nearer the seacoast, where, in case of possible war, their material could be placed on board ship or in the coast defences at a comparatively small cost. As it is, however, Southern fortifications are receiving ammunition and projectiles from Massachusetts, New York and Pennsylvania at the increased expense of railroad transportation from these points. With a first-class naval station and shipyard on the Gulf, an ordnance factory in Georgia or Alabama, and an armor plant in any one of the dozen of cities which might be mentioned available in this locality for the purpose, preparation against an enemy, offensive or defensive, could be made at a great saving of time, which is so valuable in emergencies of this kind, and at a very great reduction of expenses.

It is to be hoped that the government will no longer remain blind to the necessity for taking advantage of the facilities offered in the Southern States, and that another international difficulty will not find us so unprepared from this neglect.

ALABAMA'S IRON TRADE.

It Is Reaching to the Ends of the Earth.

At the annual meeting of the Tennessee Coal, Iron & Railroad Co. last week the report of President Baxter showed that the output of material during the year was 3,457,213 tons of coal, 916,492 tons of coke and 541,940 tons of pig iron. The entire shipments of pig iron from Birmingham, Ala., to foreign countries outside the American Continent from July 1, 1896, to January 1, 1898, amounted to 293,996 tons, or an average of about 16,333 tons per month, thus showing that Birmingham has become the third largest point in the world for the export of pig iron, being surpassed only by Middlesboro, England, and Glasgow, Scotland, in the order named. The company produces one-half of the coal and iron in the State of Alabama. The foreign movement represents about 30 per cent. of the entire production of pig iron in the State of Alabama, and at this date gives every prospect of permanence. This is the more interesting because of the obvious conclusion that if an article of so low an initial value as pig iron can be exported over the world and bear the relatively high freight rates imposed upon it, then the manufactured products of iron and steel can more easily bear the necessary freight charges and be exported from Birmingham as soon as it shall have become the center of their production. During the year some of this company's customers have exported cast-iron pipe to England, Costa Rica and Hawaii, and greatly increased exports of the same article are probable in the future.

Regarding steel production, it was stated that the Birmingham Rolling Mill is now running two open-hearth furnaces on double turn, and its product has been so entirely satisfactory as to find ready sale in this country and in England. The company's sales of basic pig iron have increased so that it is not only shipping it to producers of steel in all parts of the United States where such works are located, but is also sending it to England, Russia, Germany and Italy for steel works in those countries. The production of basic open-hearth steel is increasing so rapidly that it is not only to the interest of the company, but has become a matter of necessity, that it should embark in this department. The home market has shown a gratifying growth, Alabama having advanced from 1888 to 1895 as a consumer of Southern pig iron from seventh in order of importance to second. But with the exception of the plant of the Birmingham Rolling Mill Co., there is still no producer of steel south of the Ohio river, and the trade of the South and Southwest offers a home market of the highest importance, beside which the export trade could be more successfully entered by a plant located in Birmingham than by any of those now in operation in this country, owing to the contiguity of the various materials required to the Gulf ports. The plans and estimates which are now in Mr. Baxter's possession indicate that by the adoption of this course the company would be enabled to withdraw a large part of its product from competing at low and comparatively unremunerative prices in distant markets in the United States, and would so greatly improve its position as to enable it to commence payment of dividends upon the common stock.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

COMMERCE AT MOBILE.

Important Features of Six Months' Foreign Trade.

During the six months ended February 28 there were 1,523,283 bushels of corn and 45,000 bushels of wheat exported from Mobile, Ala. Among the recent movements at the port was the clearance of the steamer Oak Branch for Japan with a cargo of 700 bales of cotton, 150 tons of pig iron, 28,110 angle bars, 7760 steel rails.

Awaiting the arrival of another steamer for Japan are 140 carloads of freight, including forty carloads of bridge material. Other shipments have been miscellaneous cargo, valued at $10,859, for Mexico; miscellaneous cargo, valued at $9400, for Central America, lumber for Belize, pig iron for Mexico. The imports at Mobile for eight months were valued at $779,037.

New Chesapeake & Ohio Liner.

The Chesapeake & Ohio Steamship Line is to have an addition in a vessel which was recently launched at West Hartlepool, England. She is intended for the cargo and cattle service between London, Liverpool and Hampton Roads ports. Her dimensions are as follows: Length over all, 490 feet; beam extreme, fifty-nine feet; depth molded, thirty-five feet six inches; her dead-weight carrying capacity will exceed 11,500 tons, with a measurement capacity of about 18,000 tons. She is built throughout of Siemens-Martin steel, and will have six large cargo hatches and ten steam winches, with a special arrangement of derricks for the quick manipulation of cargo. The whole of the cargo holds are controlled by steam fire appliances, so that in case of fire in any compartment it could be readily extinguished. Stockless anchors are fitted, hauling into hawse pipes. She has but two complete steel decks, and in addition a steel shade deck above, with a bridge 125 feet long. Arrangements have been made for carrying over 800 head of cattle under the shade and bridge decks.

She will be rigged as a four-masted fore and aft schooner. An installation of electric light will be fitted throughout the vessel on the double-wire system. The vessel will be fitted with triple-expansion engines. This is the fourth steamer built by Messrs. Furness, Withy & Co., Limited, to the order of the Chesapeake & Ohio Steamship Co., Limited.

Proposed Coasting Line.

The committee of the Trades League, of Philadelphia, has been looking into the question of a line of steamships between Philadelphia, Charleston and Savannah. According to the calculations of the committee, such a line, operating with two fast freight steamers, could earn $324,000, which, after allowing estimated expenses of $268,651, would leave net earnings of $55,349, these calculations being based upon a supposed capital of $500,000. The report of the committee says in part: "It may be stated, without hesitation, that there would be no difficulty in securing sufficient freight to fill the ships northbound the greater part of the year, and remunerative freights could be had at all times."

Large Oil Shipment.

The oil-tank steamer August Korff, the largest oil carrier afloat, has sailed from Baltimore with 1,691,610 gallons of petroleum in bulk for Flushing. The August Korff is a steel vessel 352 feet long and forty-five feet beam. The hull of the vessel is divided into tanks and the engines set aft. She registers 3104 tons net and 4131 tons gross. She has triple-expansion engines.

Port Arthur to Rotterdam.

Another of the liners plying between Port Arthur and Europe in connection with the Kansas City, Pittsburg & Gulf Railroad has cleared for Rotterdam, Holland. Its cargo consisted of the following articles: 57,371 bushels of wheat, 31,636 bushels corn, 7257 bags flour, 7500 cubic feet harvesting implements, 2359 oak staves, 2000 pails lard, 1150 tierces lard, 1000 tubs lard, 900 sacks corn-meal, 600 half-barrels lard, 502 pieces sawn timber, 500 bales cotton, 65 barrels lard oil, 65 barrels neutral oil. The cargo weighed 4013 tons and is valued at $157,620. It was carried to the port by the Kansas City, Pittsburg & Gulf Railroad. There are now three other steamers—the Haddon Hall, Drumfell and Anases—at Sabine Pass taking on cargo, and the steamers Aldworth, Themes and Drumelzier are chartered for Port Arthur for similar cargoes.

Round Bales for Export.

The steamer Alexandria, which sailed from Port Chalmette, La., recently, took out of this port the first shipment of round-baled cotton. There were 200 bales in this cargo, and there are other shipments of the round bale to follow at an early date.

Jottings at the Ports.

A company has been formed to operate a steamboat line between Baltimore and Greensboro on Chesapeake bay and its tributaries. Edward Levering, of Baltimore, is among those interested.

The imports of Asiatic goods into Baltimore are assuming large proportions. A vessel recently arrived in this city from China with a cargo of nearly 20,000 rolls of matting, besides fans and miscellaneous cargo.

Wilmington, N. C., has been added to the list of Southern ports from which pig iron is being shipped. Two cargoes containing the metal have been loaded at that city. The iron was brought from Alabama by way of the Atlantic Coast Line.

It is understood that the Armour Packing Co., of Chicago, is considering the question of increasing its foreign trade by way of New Orleans. Representatives of the company have recently examined the terminal facilities of that port in company with railroad agents.

The Atlantic & Mexican Gulf Steamship Co. is making arrangements to continue its service during the summer months, a vessel to leave Galveston on the 5th of each month. This company is carrying miscellaneous cargoes to Mexico, which include a large quantity of machinery.

Another record has been broken at Baltimore for export cargoes. The largest cargo which has as yet left this port was cleared in the British steamer Westmeath for Hamburg. She has aboard 9450 tons of grain and general merchandise, which required 333 railroad cars to transport it to Baltimore.

The committee representing the business interests of Norfolk who went to Washington to protest against the consolidation of that city with Newport News in one customs district feel confident that the plan will not be carried out.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Kansas City, Pittsburg & Gulf Plans.

In last week's issue of the Manufacturers' Record reference was made to the report that the Kansas City, Pittsburg & Gulf Railroad Co. might purchase the Little Rock, Hot Springs & Texas line, which is now uncompleted, and by finishing it have an entrance to Little Rock and Hot Springs, two of the principal cities of the State. Later developments would seem to indicate that the company's plans are much more elaborate. The Little Rock, Hot Springs & Texas is graded from Benton to Hot Springs, thirty-one miles, and completed for a distance of four miles. By building the road to Mena Station, on the K. C., P. & G. and Benton, connection would be made with the Hot Springs line. Twenty miles of construction work would complete it from Little Rock to Benton. The former city is the terminus of the Little Rock & Memphis Railway. It is understood that representatives of the Kansas City, Pittsburg & Gulf have recently examined the Little Rock & Memphis, which is now in the hands of the court and for sale. It is also understood that negotiations are now under way looking to its control by the Kansas City system.

If these plans are consummated, the Kansas City, Pittsburg & Gulf would have a line of its own as far east as Memphis, on the Mississippi river, and a direct connection with the railroad lines to the South Atlantic ports, including the Southern Railway system. With the branch now under construction to Fort Smith, Ark., it will reach the principal cities of that State.

The northern connections of the Kansas City, Pittsburg & Gulf Railroad are nearly completed, and it is expected that the feeder between Pattonsburg and Kansas City will be opened in a few days. This will complete what is known as the Port Arthur system, extending from Port Arthur, Texas, to Kansas City, 787 miles; from Kansas City to Pattonsburg, Mo., 96 miles; from Pattonsburg, Mo., to Omaha, Neb., 148 miles; from Pattonsburg, Mo., to Quincy, Ill., 169 miles; total mileage of system, including Lake Charles and Wilton branches, on the K. C., P. & G., 1227 miles.

Natchez & Gulf.

The company to promote the building of the Natchez & Gulf Railroad has been organized with the following officers: W. H. Hardy, president; Louis Botto, first vice-president; J. J. White, second vice-president; W. H. Shields, secretary; A. Moses, treasurer; W. W. Hungerford, chief engineer; W. H. Hardy, H. A. Camp, J. J. White, H. C. McGehee, Jas. W. Lambert, Louis Botto, S. H. Lowenburg, W. H. Shields and A. Moses, directors.

In a recent statement relative to the prospects of this line, W. H. Hardy, one of its principal promoters, says that while the Gulf & Ship Island Railroad is the best paying road in the State, the Natchez & Gulf road would surpass this in that respect. It has 100 miles of pine forest, or 30,000 square miles of timber, to be hauled by the road. The Natchez & Gulf road can connect with the Gulf & Ship Island at Maxie, and with the Northeastern at Lumberton.

Missouri Pacific Report.

The annual report of the Missouri Pacific system, recently submitted, will be very gratifying to the stockholders, as it shows net earnings of $7,351,000, an increase of $1,831,000 over the year 1896, or nearly 33⅓ per cent. of that year's earnings. Other income swells this sum to $8,178,000, which leaves a surplus after deducting charges of all kinds of $495,000, against a deficit in 1896 of $1,262,000. The Missouri Pacific is one of the largest systems of the country, and its condition is an excellent indication of the Southwest, as it represents 5400 miles in Missouri, Kansas, Arkansas, Indian Territory and Texas. The report shows that freight earnings alone have increased $2,705,000. A number of improvements were made during the year, which include the relaying of forty-three miles of line with 75-pound rails and an expenditure of $955,000 for bridges and buildings. A thousand box cars and 100 furniture cars were purchased at a cost of $680,000.

Choctaw, Oklahoma & Gulf.

The Choctaw, Oklahoma & Gulf Railroad Co. has made arrangements for extensions which will greatly add to its traffic and give it important connections with other railroad systems. In a letter to the Manufacturers' Record, President Francis I. Gowen, of Philadelphia, makes the following statement relative to the extensions: "This company has contracted for extensions of twenty-five miles from its present western terminus, and of about six and a-half miles from its present eastern terminus (Wister, I. T.) The latter extension will carry the line to a connection with the Kansas City, Pittsburg & Gulf Railroad. It is expected that both these extensions will be completed not later than the early summer. The rails and track material for these extensions have already been purchased."

Another North and South Line.

According to a dispatch from Galveston, Texas, a company called the Nebraska, Kansas & Gulf Railroad Co. is preparing plans to construct another short line from the North and West, to terminate on the Gulf of Mexico at Texas City, opposite to Galveston. It is stated that it will be about 1000 miles in length and will terminate at Niobrara, on the northern boundary of the State of Nebraska. The Chicago, Milwaukee & St. Paul Railroad Co. has been mentioned in connection with it, and it is stated that several officers of this company, including George R. Peck, of Chicago, have been actively promoting the enterprise.

Montgomery & Tuscaloosa Line.

According to a dispatch from Montgomery, Ala., the work on the Montgomery & Tuscaloosa division of the Mobile & Ohio has reached such a point that the line will be ready for operation by May 1, if not sooner. A gap of about thirty-five miles of track remains, and on this grading and bridge work are nearly finished. The track on this division is being laid by a machine at the rate of nearly two miles daily. With the completion of this division the Mobile & Ohio will be able to run trains directly into Montgomery over its own tracks.

New Texas Line.

In a letter to the Manufacturers' Record, Hon. B. P. Paddock, of Fort Worth, Texas, president of the Fort Worth & Northwestern Railway, writes as follows: "The Fort Worth & Northwestern Railway Co. has just been organized and an engineering corps is now in the field. It is our purpose to construct from 110 to 120 miles at an early date. This

road will reach the coal deposits in Young county, and we anticipate that it will be a very profitable and successful business."

A Mississippi Enterprise.

It is announced that a syndicate of Northwestern capitalists have purchased 32,000 acres of land in Sunflower county, Mississippi, and that they intend constructing a railroad line to connect the property with the Illinois Central system. Among those interested are E. Busby, of Chicago, and N. T. Averill, of Cedar Rapids, Ia. William A. Percy, of Memphis, Tenn., represented the owners and negotiated the sale.

New Depot at Montgomery.

The directors of the Western Railroad of Alabama have approved of the idea of constructing a new depot and terminal facilities at Montgomery, the cost of which, it is understood, will be $150,000. Architects are now at work upon the plans of the building, and it is understood that construction will begin as soon as the contracts can be let.

Finest Trains in the World.

The Pennsylvania Railroad Co., which for years has been noted for its superb service between the East and West, has recently begun the operation of what are considered to be the finest trains in the world. They run "solid" between New York and Chicago, and are considered to be without question the most complete combination of rolling stock ever built by the Pullman Palace Car Co. Every improvement yet devised for the comfort and convenience of passengers seems to have been included in these cars.

The train is lighted with electricity from a 50-horse-power dynamo placed in the forward end of the baggage car, and is also equipped with Pintsch gas chandeliers. In addition to the ordinary electric-light fixtures, small lamps have been placed in every berth, upper as well as lower, making it possible for the passenger to read during the night. The apparatus for heating the entire train is placed in the baggage car. Water is supplied by air pressure instead of the old-style pumps in the toilet-rooms. Back of the dynamo in the composite car is a space for baggage, and behind that is a perfectly-appointed bathroom and barber shop. The remainder of the car is made up of a buffet and smoking section, trimmed with magnificently-carved East India mahogany and fitted with wicker chairs upholstered in fawn-colored leather. A writing desk and bookcase filled with standard fiction are also provided. The dining-car is of vermilion mahogany, with a wood roof of yellow background decorated with gold. Above the plate-glass windows are lights of artistic design. The kitchen is modern in every respect and is entered only by a small door, which closes hermetically and prevents any of the odors of the cuisine entering the train.

Behind the dining-car are two double drawing-room 12-section sleeping-cars of the same design. Vermilion mahogany constitutes the woodwork, and multi-colored glass windows, outlined by small bullseye crystals, fill the framework of the deck lights. The seats are upholstered in tapestry, the floor is covered with Wilton carpets and the light fixtures are of gold-plated metal. The general color scheme is of royal blue, an effective background for the gold-leaf decorations. The curtains, portieres and other hangings are of Gobelin blue tapestry. The last car is a compartment and observation car, containing six compartments so arranged that any two or more may be used together. Each compartment is finished in a different wood. The observation compartment is finished in carved vermilion mahogany, the ceiling decorated in light green, matching the velvet carpet. The silk curtains are embroidered in applique with gold. The compartment is lighted by eight side windows, and end doors of plate glass form the entire end of the car. The furniture consists of individual and tete-a-tete chairs, upholstered in green tapestry, with the Pullman arms picked out in gold. In order to complete the service three trains are necessary, and all are composed of the same class of cars.

With the most perfect roadbeds, for which the Pennsylvania is noted, and the multitude of appliances for safety which are located along the entire system, it would seem as if the acme of perfection had been reached by this company in arranging for the transportation of the public.

Railroad Notes.

A. A. Gregg has been appointed superintendent of the El Paso Northeastern Railroad Co., with headquarters at El Paso, Texas.

Mr. John S. Wilson, president of the Baltimore, Chesapeake & Atlantic Railroad, has been elected president of the Catonsville Short Line Railway.

It is announced that the Norfolk & Ocean View Railroad will be sold by order of the court on March 23 at Norfolk. W. W. Old and Cardwell Hardy have been appointed commissioners to sell the property.

According to an announcement of the Mobile & Ohio Railroad Co., Mr. R. Carroll, the vice-president, will also assume the duties of general manager. Mr. J. G. Mann, who has been filling this position, has been appointed chief engineer.

The Southern Pacific Railway Co. is building several hundred cars for hauling coal, gravel, etc. The cars will be utilized to a great extent in carrying ballast for its Atlantic division, upon which important improvements are now in progress.

At the annual meeting of the Houston Street Railway Co. the following officers were elected: President and treasurer, A. N. Parlin; vice-president and general manager, H. F. MacGregor; secretary and assistant treasurer, H. C. Chase; superintendent, Edward S. Ells.

The increase of business in the Birmingham district is strikingly shown in the report of the Alabama Car Association for January and February of this year. During the two months 47,658 cars were handled, an increase of 6719 over the corresponding period of last year.

The Hartwell Railroad Co. has elected Vice-President Andrews, of the Southern Railway Co., as president and the following directors: A. B. Andrews, Raleigh, N. C.; J. S. B. Thompson and Sanders McDaniel, Atlanta, Ga.; W. F. Bowers, Canon, Ga., and E. B. Benson, Hartwell, Ga. T. J. Linder is now operating the road as lessee. It is a branch of the Southern system.

The Baltimore & Ohio Railroad Co. has opened a new freight terminal, with yard facilities, at the foot of West Twenty-sixth street, on the Hudson river, in New York city. A plat of ground between Twenty-sixth and Twenty-seventh streets, fronting on Thirteenth avenue, has been secured, and tracks were laid to accommodate 100 cars. In addition, a warehouse 300x25 feet has been built.

It is announced that the syndicate headed by S. W. Divine has obtained possession of the Belt Railroad, in the suburbs of Chattanooga, and it will be operated by electric motors, which have been ordered. It is to be extended to Chickamauga Park, it is reported, during the present year. The officers of the railroad company are: S. W. Divine, president; George W. Davenport, vice-president, and W. B. Royster, secretary and treasurer.

M. Soulecroup, assistant superintendent of motive-power of the Paris & Orleans Railroad, and a corps of five assistants have been inspecting very closely the electrical plant of the Baltimore & Ohio Railroad at Baltimore for the purpose of investigating the means of operation. The Paris & Orleans Railroad is to be an underground line running from one of the suburbs of Paris to the center of the city, and it is quite probable that it will be equipped with electric motors.

The March number of the "Book of the Royal Blue," issued by the passenger department of the Baltimore & Ohio, has some unusually interesting features. It contains two very realistic photographs showing the battleship Maine before and after the explosion in Havana harbor. The half-tones of the illustrations are excellent, bringing in all the details of the photographs, which were loaned by the government. The work, like those preceding it, is of a high literary standard, and includes several articles of much merit.

At the annual meeting of the Tennessee Coal, Iron & Railroad Co. the following directors were elected: James T. Woodward, O. H. Payne, A. B. Boardman, W. S. Gurnee, W. S. Gurnee, Jr., James Swan, John G. Moore, Cord Meyer, J. J. McComb, Benjamin F. Tracey and E. R. Chapman, all of New York; C. M. McGhee, Knoxville; Nat Baxter, Jr., A. M. Shook, Nashville; A. T. Smith, John B. Adger, Jr., Charleston; James Bowron, Birmingham. Messrs. Benjamin F. Tracey and E. R. Chapman, of New York, are new members of the board. The others were re-elected.

Water-Power at Columbia, S. C.

A transaction was closed last week that ensures the extension of the water-power developments of the Columbia Water Power Co., of Columbia, S. C. The company completed the purchase of the Saluda water rights and factory site, located on the Saluda river, near Columbia, and the thorough development of the property will be commenced in the near future.

The company's purpose in making this purchase was to obtain a reserve to its present plant, the power of which it expects will be entirely contracted for very soon, and then the Saluda power developments will be inaugurated. At present the company has an aggregate of 10,000 horse-power developed, and the increase by the Saluda purchase will add 3000 horse-power to it. Parties connected with the Columbia Water Power Co. have organized an electric-light company and leased a considerable quantity of power from it, which will be utilized in operating the proposed electric plant.

To Benefit Saluda.

[Special Cor. Manufacturers' Record.]

Saluda, S. C., March 11.

Several new enterprises will soon start here. They include a cottonseed-oil mill, ginnery, brick and sewer-pipe works, saw mill and woodworking establishment. Our people have obtained a charter for the Johnston & Saluda Railroad, and Saluda will be asked to and will vote $5000 or $6000 to the road.

ALVIN ETHEREDGE.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Chances for Manufacturers.

Manufacturers who are interested in studying conditions that make for success in different locations in the South will find much to command their attention in some special announcements on page 22 in this issue. Several cities present their advantages in the way of water-power, while others offer attractions of a different character, but all worthy of careful investigation. Columbus, Ga., calls attention to the fact that 20,000 horse-power for electric transmission is now being developed, and shows how other advantages strengthen the position of that place and merit the consideration of manufacturers and investors generally. Columbia, S. C., through the Columbia Water Power Co., offers a developed water-power of some 10,000 or 12,000 horse-power, with a fully equipped power plant for electric transmission, while Weldon, N. C., and a large number of other places set forth their advantages. New England cotton-mill people who wish to know about the South can get many interesting facts by correspondence with these various towns.

MILLS IN THE SOUTHWEST.

Ex-Governor Fishback's Sound Views on the Cotton Industry.

[Special Cor. Manufacturers' Record.]

Fort Smith, Ark., March 10.

The Commercial League of Fort Smith has appointed its president, Mr. George Sengel, who is also president of the State Board of Trade, and myself a committee to go to Massachusetts and show cotton-mill owners who contemplate a removal of their mills the advantages offered by this city for the manufacture of cotton goods. As I am not a cotton-mill man and have had no practical experience in this business, I naturally turned to the Manufacturers' Record, from whose masterful efforts in behalf of the development of the South, and especially of that portion of the South east of the Mississippi river, I have heretofore derived so much information and so much benefit upon a perusal of its columns. I find that there are certain features of the development of the Southwest which have not been sufficiently considered. May I not, through your columns, call your attention, as well as that of the public, to a few of them?

I had the honor to preside over the first transmississippi congress held at Galveston, and was ex-officio temporary chairman of the second one, held in Denver. I was also chairman of the committee on resolutions at two of the transmississippi deep-water conventions, and in these capacities had peculiar opportunities to hear the statistics which were carefully gathered, compiled and arrayed before these bodies.

It seems from these statistics that this transmississippi region produces all of the surplus food products of the United States, and that even already the States of Arkansas, Louisiana, Texas and the two Territories of Oklahoma and Indian Territory produce nearly 40 per cent. of the cotton crop of the United States. These facts presuppose another fact, that

this vast region is an agricultural country. Some years ago I heard one of our country merchants say that the farmers' wives would not buy cotton goods made in the East, but only Southern-made goods. I asked him why. "Because," said he, "they have the idea that the Southern-made goods are stronger and more durable." I asked why could they be, since the East had the advantage of greater skill. He replied that he did not know why it was so, but it was so. Shortly afterwards I asked a gentleman connected with a mill in Mississippi why this was so. He said, "Because the East buy their raw material after it has been compressed, while the Southern mills buy theirs from the field, and the powerful machinery used in bringing the compressed cotton back to the condition it had prior to compressing broke the fiber and it did not make as strong goods."

Here then is a vast empire in the Southwest, south of Nebraska, comprising an area larger than all of the States east of the Mississippi river combined, which is filling up more rapidly than any other part of the Union, and filling up with farmers and farmers' wives, who, I take it, are the largest consumers of cotton goods of the coarser grades, and who have this idea of cotton mills, and yet there is not a single cotton mill of any pretensions west of the Mississippi river.

The mistake made by the factories of New England was in locating their mills remote from both their raw material and their market. Somebody had to pay these double freights. It is not to be supposed that at least a part of this loss did not fall upon the producer. In removing their mills, would it not be good business sense to locate at least some of them where they would be close both to the raw material and to their market?

W. M. FISHBACK.

THE ABUSE OF COTTON.

Mr. Edward Atkinson Criticises the Saw-Gin Process.

Editor Manufacturers' Record:

If Southern mechanics and capitalists would give half the attention and a tenth part of the money to the improvement of the cotton fiber that they are giving to cotton mills and cotton factories, I think their profits would be far greater and their prospect of future loss in many of the undertakings much less. I am informed that when I denounced the American cotton bale as the most barbarous package known to commerce, and also stigmatized the treatment of the bale on its way from the field to the factory as the most brutal, ignorant and wasteful by any people claiming to possess common sense, my plain statement of now admitted facts caused some excitement, but not any resentment among our Southern friends. I will, therefore, try on the same method once more.

The present process of separating the lint of cotton from the seed on a saw gin is the most destructive, unfit and injurious method that could be devised, if the object were to spoil the cotton as much as possible. The saw gin ought to be invented out of existence, and will be ere long. Just so far as it is worked at high speed for a large product it cuts, breaks, impairs and doubles up or crimps the staple more or less at every tooth. It destroys the practically parallel lines of the fibers, in which form they leave the seed. It tangles up the cotton and fills it with air as it leaves the gin. This loose and tangled mass makes a great, clumsy bale on the farm press, which must be compressed under a most destructive pressure in order to squeeze the air out of the cotton which the saw gin had put into it in an effort to make a more compact bale. No big compress ever really does this work. The air that would never have been in the bale except for the saw gin is left in the compressed bale. It is under compression. Its expansion usually bursts the bale at some point on its way to the market. This bad bale soaks water in the most effective manner, while if a spark lights upon it the fire bores into it in every direction, remaining alive for weeks.

The saw gin not only half destroys any kind of cotton, but it wholly destroys the excess of value of the long-staple cotton over the short staple. In fact, it makes it worse than useless to raise long-staple cotton, because when the bale consists of long fibers mixed with gin-cut, short fibers, it is the most obnoxious and useless kind of cotton that can be put into the factory. The saw gin makes it almost impossible to pack the best bale; even the cylinder bale would make a better bale on roller-gin cotton than on saw gin. There are not bad words enough in the dictionary to express the faults of the saw gin in suitable terms.

What is the remedy? It is a very simple one. Let expert mechanics—as they doubtless are trying today—work up the roller gin, perfect it, put an automatic feed to it, reduce the cost of attending it by increasing its capacity.

I now wish to call attention to a fact lately developed, new to me, and which is probably wholly unknown to the cotton growers and to cotton spinners with very few exceptions. When cotton fibers are drawn from the seed by a roller gin they are subjected to a moderate pressure, which squeezes out a part of the small quantity of air that has been entrapped among the fibers. When this bat, strand or sliver passing from the roller gin is laid in the form for baling it does not reabsorb air in any considerable measure. If that package is then made up and covered, and is then subjected to a moderate pressure under a common screw press, that bale will weigh from twenty to twenty-five pounds to the cubic foot. Its density will be in excess of the present cotton bale after it leaves the great and final compression. That bale may then be subjected to an additional and even pressure, which will bring it to forty or fifty pounds to the cubic foot, which is the density of Egyptian cotton bales. That bale will not contain a sufficient quantity of compressed air to make it bulge between the bands or to burst the weaker bands. In other words, the greater part of the faults of the common square cotton bale of the United States are due to the excess of air which has been entrapped and is held by the cotton in the process of ginning it upon the saw gin. I cannot exaggerate the importance of this fact, which must be regarded in every undertaking for the improvement of American cotton. I have frequently stated to the representatives of the cylinder bale that their work is but a beginning. It is only the first step in the process of redeeming American cotton from barbarous abuse, waste and loss at every point.

Herein I present the second step and the reasoning or logic of the case which will govern the successful invention of the American roller gin. If I may be permitted to perpetrate a bull, the American roller gin may not be a roller at all, but it will be a machine that will do the work now well, though slowly done, on the knife roller gin, which is in universal use in Egypt. The point which I now present in regard to the entrapped air worked into the cotton by the saw gin, and its absence in roller-gin cotton, has been disclosed during the application of two McCarthy knife roller gins to the long-staple cotton of Mississippi by the Advance Gin & Mill Co. at Vicksburg. This communication has been submitted to them for their approval and consent before its publication.

Yours very truly,

EDWARD ATKINSON.

Boston, Mass.

THE TEXTILE SCHOOLS.

Activity in the Southern Piedmont Region.

The action of the trustees of Clemson College, South Carolina, in perfecting arrangements for a textile school will have an important bearing upon the industrial future of the State. A correspondent of the Charlotte (N. C.) Observer says:

"Next to agriculture, the cotton manufacturing interest is perhaps the largest, both in capital invested and in the number of people employed, than any other one interest in the State. In the Piedmont region those schools which are intended for teaching agriculture and mechanic arts would not seem to fulfill their purpose as to mechanic art without a special course in the manufacture of cotton. A school of agriculture in the South which omitted special instruction about the planting and cultivation of cotton would be no more deficient in its make-up than a mechanical school in the Piedmont region which omits the application of machinery to the manufacture of cotton. As raw cotton grows cheaper and cheaper the importance of its manufacture becomes greater and greater. The school will, of course, not be restricted to the use of students from South Carolina. It will be open to all alike and should serve a most useful purpose. It is designed to so arrange the teaching that a superintendent, an overseer or a mill operative may go there for a day or week or month to be straightened out on any knotty problems by which they may find their advancement hindered. This special instruction will be outside the regular course provided for the regular students."

A very practical letter in support of the movement to make available the $10,000 appropriation for a textile department of the Georgia School of Technology has been received by President Lyman Hall from Mr. Clarence Knowles. In it he said:

"The most direct and effective manner in which one can give evidence of his interest and co-operation is by such a contribution as his circumstances and convenience will warrant. I therefore inclose you my check for $100, and sincerely regret that a more liberal donation is not possible at this time. In contributing in this small degree to the success of your able and zealous efforts in behalf of the technological school, I feel that I am assisting, no matter how feebly, the most valuable and meritorious educational institution in the State, and one in which the people of Atlanta should have an especial pride. It is an ornament to the city, as well as the State, and a tribute to the liberal and public-spirited citizens of Atlanta, who made its establishment possible, not for the accommodation and education of their own children, but to place within reach of the sons of the poorer people, as well as the richer, the farmer, the laborer and the workingman, the inestimable opportunity of procuring at a nominal cost a training which will make independent, self-supporting citizens of them, equipped for the battle of life and with positions of profit to them which are closed to young men with degrees in law and medicine."

The Cotton Movement.

In his report for March 11, Secretary Henry G. Hester, of the New Orleans Cotton Exchange, shows that the total supply of cotton to date was 9,920,911 bales, an increase of 1,802,477 bales over the same period last year; exports 5,745,395 bales, an increase of 881,409; Northern spinners' takings 1,891,390 bales, an increase of 481,695; Southern spinners' takings 728,714 bales, an increase of 35,529.

Want to Invest.

The Manufacturers' Record is in receipt of a letter saying:

"The writer wishes to buy outright or secure a controlling interest in a first-class Southern cotton mill. Anyone having offers to tender to meet this want can send the following and any other information they may desire: First, class of goods made, the number of looms, spindles and other equipment; second, the condition of the plant, the name and address of the mill architect or engineer superintending the construction of the buildings. Address M. & Co., care of Manufacturers' Record."

Of Advantage to the Cotton Grower.

Messrs. Banks & Co., of Hernando, Miss., who operate a round-bale compress, in a letter to the Manufacturers' Record, in which they refer to the advantages to the South of the round-bale system, says:

"The advantages of it are many. We are also farmers, as well as merchants. We figure, and correctly, that we save $2.50 per bale on every round bale put up. We gin and wrap the bale for $2, which is fifty cents per bale less than charged for the square bale. We give from three-eighths to one-half cent per pound more for the round bale. We find a market for it every day, thereby preventing any loss to us on a decline. Heretofore we have had to ship the square cotton to Memphis, taking the chances of the market declining while in transit, and paying $2.50 per bale charges, including commission, insurance and storage. With the round bale we get rid of all of this. We sell it on our platform for more than we get in Memphis for square bales, without any charges on it whatever. The round bale means simply this—that the commission cotton merchants and compress men will have to quit the business, and that means a saving of at least $3.25 per bale to the farmer, as all charges are figured against cotton in the price paid the farmer. We contemplate putting in a second press this year."

Raising Cotton's Price.

The Philadelphia Inquirer believes that the new plan of bonded cotton warehouses as described in the Manufacturers' Record will result in better prices for cotton. Commenting editorially upon the plan the Inquirer says:

"It is a movement of importance to both North and South, since it can hardly fail to help establish firmer prices for cotton; and as cotton is still the chief American product of export, better prices for cotton mean greater wealth in this country, a quicker absorption of the American securities held by European capitalists, a prompter establishment of American financial independence and greater freedom from the dangers of English financial panics, to which our habit of borrowing subjects this country, often with disastrous results. * * * * The bonded warehouse will provide the farmer with the means for raising working capital, while it takes away the necessity of breaking the market for cotton as soon as the crop is ready."

A 300-Loom Mill for Rockingham, N. C.

Mr. W. I. Everett, president of the Great Falls Manufacturing Co., of Rockingham, N. C., writes that the Pee Dee Manufacturing Co., of Rockingham,

N. C., decided, at a meeting held March 15, to build another mill. The new addition will be known as No. 2 mill, and its equipment will include 300 looms for producing plaids, shirtings and warps. Steam power will be used, and work on the new mill will be commenced at once. The company's present mill has 300 looms, 6544 spindles, twenty-three cards, etc., in operation.

$100,000 Cotton Mill for Florence, Ala.

Another cotton mill will be built at Florence, Ala., announcements to this effect having just been made. The plant will be erected and operated by Mr. F. M. Perry, who has just purchased for $10,000 a tract of land containing 1200 acres located near Florence, on Cypress creek. The property includes an available water-power, which will be developed to supply power to the mill, and several old factory buildings. The old factory buildings will be remodelled to be suitable for a cotton manufactory, and an equipment of machinery of the latest patterns will be installed for the production of cotton yarns and domestics and possibly also cotton rope. The plant, when complete and ready for operation, will have cost nearly $100,000.

The $600,000 Mill at Birmingham Commences Operations.

The large plant of the Avon Mills, located at Avondale, near Birmingham, Ala., was put in operation on March 15, and will run for a short while in order to thoroughly test the machinery. A high grade of cotton cloth is to be the product, and will commence to be regularly produced by May 1. This mill has an equipment of 36,000 spindles, 1150 looms and other necessary machinery, and will employ 600 hands. About 12,000 bales of cotton will be consumed yearly. Mr. B. B. Comer is president, and Mr. David Trainer, secretary-treasurer, of this company.

A 5000-Spindle Mill Proposed.

A movement has been inaugurated at Memphis, Tenn., for the establishment of miscellaneous manufacturing industries in that city. The first fruits of the movement is the proposition to erect a 5000-spindle mill, now being considered by the citizens. It is contemplated to organize the People's Cotton Mill Co., with a capital stock of $50,000, and Mr. George B. Morton has interested himself in the enterprise, and is now soliciting subscriptions to stock, which are being readily obtained from leading business men. It is proposed to manufacture cotton yarns.

A Bleachery Suggested.

R. B. Gilchrist, of Charleston, S. C., in a letter to the Manufacturers' Record, refers to that city as a most excellent location for a bleachery. He says:

"The water in this section is as clear as any water in this country, and beautifully soft, thus making it well adapted for bleaching, dyeing and finishing purposes. I would like to interest capitalists in organizing a company."

Textile Notes.

Capt. J. J. Hines and Maj. C. O. Godfrey, of Fort Payne, Ala., are now negotiating for the location of a cotton mill in their city. New England parties will be interested in the new enterprise.

The establishment of a small knitting mill at Austin, Texas, has been decided upon, and Messrs. Bruck Bros. are now receiving bids and information on machinery. Correspondence is solicited.

The Falls City Manufacturing Co.'s wooden and jeans factory at Louisville, Ky., was damaged by fire last week to the extent of $25,000. The plant will be replaced at once and the manufacture of goods resumed.

The Dixie Knitting Mills, of Lenoir City, Tenn., received last week a large order for goods from Amsterdam, Holland. The order calls for 5000 dozen pairs of men's hose, and the goods are now being prepared for export.

A report from Richmond, Va., states that the C. M. Gross Manufacturing Co., of Troy, N. Y., will remove its factory to that city. The Gross Company employs 250 hands in the manufacture of silk, cotton and light woolen goods.

Efforts are being made at Aberdeen, Miss., for the organization of a cotton-mill company. It is proposed to organize a company on the building and loan plan of paying for stock in weekly installments. Messrs. J. W. Eckford, R. E. Houston and others are interested in the proposed enterprise.

A large knitting mill will be established at Kinston, N. C. A stock company has been formed, with a capital stock of $75,000, $50,000 of which amount has been subscribed, and the permanent organization will be effected shortly and announcements made of the parties interested. The production of hosiery yarns is proposed.

The sixty-fourth meeting of the New England Cotton Manufacturers' Association will be held in Chipman Hall, No. 68 Tremont street, near the corner of School street, Boston, on Wednesday and Thursday, April 27 and 28. The sessions will be held during the day, leaving the evenings free for such other engagements as the members may make.

Mr. H. W. Russell, of Connecticut, representing a large cotton-manufacturing plant in that State, is now in Huntsville, Ala., negotiating for the establishment of a large cotton mill in the South, probably at Huntsville. The Chamber of Commerce of Huntsville has interested itself in the projected enterprise, and will make endeavors to secure its establishment in its city.

Preparations are being made for the resumption of operations in the Liberty Woolen Mills at Bedford City, Va. A carload of additional machinery is to be installed, and is now on its way to the mill; besides, an addition will be erected and the mill will be generally overhauled. Messrs. Henry T. Kent, of Philadelphia, and Jas. T. McNaughton, of New York city, recently purchased the mill, as noted at the time in the Manufacturers' Record. Mr. J. F. Curtis is manager of the plant.

Work is progressing on the buildings for the plant of the Cohankus Manufacturing Co., of Hokukus, N. J., which is intending to remove its industry to Paducah, Ky. The main building is completed; it is two stories high, 240x75 feet in dimension, with two large Ls. The equipment of machinery has already commenced to arrive, forty-five cars being necessary to transport it. From 120 to 200 operatives will be employed, and the product is to be 2,000,000 pounds of batting annually. Mr. F. P. Toof is agent for the company at Paducah.

Business men of Nashville have contributed $500 as that city's share of the expenses of the Tennessee industrial convention planned for next May.

A bill, it is stated, is pending in the Maryland legislature to incorporate the Baltimore, Curtis Bay & Annapolis Canal & Navigation Co.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., March 15.

Notwithstanding the favoring condition of the market for hog and beef fats, cotton oil is dull, with quotations slightly lower and the market unsatisfactory generally. There is very little doing in speculation or spot trade, due largely to the uncertainty in the near future with regard to war developments. The Cuban complications have had a damaging effect upon the cotton-oil business, inasmuch as compounders and soap men have practically withdrawn from the market for crude, while exporters are indifferent buyers of unimportant lots. In the earlier part of the week lard was a strong factor in the situation, and although a few points lower than those of last week, values are still relatively higher than cotton oil. The history of the cotton-oil market for the past two years goes to show that when the time seems most propitious for a strong upward movement in values some unforeseen occurrence presents itself to check progress and reduce values. This time it is the critical relations which exist between this country and Spain, and which unfortunately look as if they will culminate in war. Lard is steady at 5.20 cents Chicago, July delivery. Tallow is strong and quotably higher in price, 3¾ cents ruling. Compound lard is quoted at 4.10 to 4.15 cents, city. Prime yellow is selling in a limited way at 23 cents, April delivery, but 22¾ cents is the best bid. Bulk crude prices are well maintained, 16½ to 17 cents, and in some instance 17¾ cents at the mills, with 16 cents the best quoted bid at this market. Liverpool refined cotton oil is lower by 3d. per gallon. The following are closing prices at this market: Crude, 20 to 20¼ cents; crude loose f. o. b. mills, 15½ to 16½ cents; summer yellow, prime, 22½ to 23 cents; summer, off-grade, nominal; yellow, butter grades, 27½ to 28½ cents; white, 25 to 26 cents; winter yellow, 28 to 29 cents; salad oil, 29 to 30 cents, and soap stock, ½c. to ⅝c. per pound. The market closes with the slowest day's trading this year, no bids of importance being reported. Yesterday the only business transacted were the sales of 100 barrels crude ex-dock at 20 cents and two tanks Atlantic coast at 16 cents. Exports for the week aggregate 6250 barrels, and receipts 5840 barrels.

Cake and Meal.—The market is reported firm in the South, but the demand abroad is slow and prices have dropped somewhat. Liverpool quotes prime in bags £5 10s. to £5 15s.

Cottonseed-Oil Notes.

It is stated that a deal was closed last week whereby the two cottonseed-oil mills at Waxahatchie, Texas, were consolidated. Fort Worth parties took $40,000 worth of the consolidated stock. Both mills will be run to full capacity.

The foreign exports of cottonseed products from the port of Galveston, Texas, during February were as follows: Cottonseed meal and cake to Great Britain and Continental ports, 56,531,954 pounds, valued at $475,267, and cottonseed oil, 1,215,898 gallons, valued at $309,094.

The Fayetteville Cotton Oil & Fertilizer Co., of Fayetteville, N. C., was incorporated last week with a capital stock of $30,000. The incorporators are W. W. Williams, J. R. Williams, C. H. McLauchlin and W. B. Alexandria. The business proposed is the manufacture and sale of cottonseed products generally.

There is a fair demand for cottonseed products in Texas, and prices are steady and a shade higher, as follows: Prime crude oil, loose, 15 to 15½ cents, and prime summer yellow oil offered at 17 cents; prime cottonseed meal and cake, $15 to $16.50 per short ton; linters, 2½ cents. These prices are f. o. b. at mills at interior points, according to location.

Charles P. Preesley, acting vice-consul at Marseilles, France, reports to the State Department at Washington some important facts regarding the importation of cottonseed oil at Marseilles. The total imports of cottonseed oil from all countries during 1897 were 261,540 barrels, importations from America during this year being 237,898 barrels. The average prices for 1897 were: American oil, $8.03 per barrel; English oil, $7.78 per barrel.

The movement in cottonseed products at New Orleans is fairly active, and the foreign demand continues good. Prices are firmer for cake and meal and steady for oil. Receivers' prices range as follows: Cottonseed, $7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, $17 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., $18.75; oilcake for export, $19 to $19.25 per long tons f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime oil, crude, 16 cents loose f. o. b. tanks at Mississippi valley points; in barrels, 18 to 18½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 12 to 17½ cents; linters, according to style and staple—A, 3½ cents; B, 3⅛ cents; C, 2⅝ to 3 cents; ashes, none; refined cottonseed oil, prime in barrels per gallon, at wholesale or for shipment, 21½ to 22 cents for export.

Want to Handle American Goods in England.

Messrs. John Needham & Sons, Manchester, England, write the Manufacturers' Record that they have decided to open offices in the city of London for American products, namely, steel and iron of all shapes and grades, pig iron, hardware, machine tools and general labor-saving appliances of all kinds, and for a general mercantile and shipping business via London to Great Britain and colonies. They invite correspondence from manufacturers and others in this country who desire to investigate the matter of being represented in England. As recently stated in the Manufacturers' Record, Mr. John Needham has been in the United States for some little time making a careful study of our facilities for foreign trade, and the establishment of this new branch of their business is an outcome of his investigation.

Industries of St. Louis.

The annual report of the Merchants' Exchange of St. Louis, compiled by Secretary George H. Morgan, shows a steady advance in the industries of the city in 1897. In fifty-seven classified and other industries there are 7237 factories, employing 127,902 persons, with $71,026,000 annual wages. The products are valued at $307,500,000. The manufactures of St. Louis increased $11,400,000 annually during the eighties. Since 1889 the annual increase has been a fraction greater on the average. Considering the tone of the market at the present time, it is not unreasonable to believe that the next federal census may place the St. Louis manufactured product at considerably above $350,000,000.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., March 17.

The local lumber market continues to show features indicating a better volume of trade in many departments and the demand during the week has become more decided. The movement in yellow pine has been fairly active, with receipts more liberal and stocks better assorted. The demand for air-dried lumber is unchanged, buyers only taking lots for immediate use. Edge flooring is a shade easier, while joists and scantling hold their own at former prices. Kiln-dried North Carolina pine is in good request, with prices firm, and for export there has been a good inquiry, some large lots of lumber having been purchased for foreign account. In white pine trade is also better, and from out-of-town buyers there has been some business developed. Prices for desirable lots of white pine continue firm, with stocks well assorted. Hardwood men report a better volume of business, and the local, as well as the out-of-town trade, has improved. In the list of hardwood values there is a firmer tone, and in some cases advances in prices are reported. The export business continues steady, with a better inquiry from Great Britain and the Continent.

Charleston.

[From our own Correspondent.]
Charleston, S. C., March 14.

The local lumber market has been characterized by more activity during the past week, and the demand is more decided than usual. Shipments from Georgetown are quite active, and mills at that point are at present very busy filling orders. The George Officer Company, at Eddy Lake, shipped a cargo of shingles last week, and the movement in crossties is also active. The Gardner & Lacey Lumber Co., at Georgetown, is running at its full capacity and making some good shipments of lumber and other wood products. The local market is very steady, and prices on Saturday at the close of business ranged as follows: Merchantable lumber, $14 to $16 for city-sawed, $12 to $14 for railroad; square and sound, $9 to $13 for railroad, $8 to $11 for raft; dock timber, $4.50 to $6.50; shipping, $8.50 to $10.50. There is a good demand for shingles at $4 to $7 per thousand. Among the clearances last week the following vessels were reported: For New York schooners Alice B. Phillips with 450,000 feet of lumber, Ida H. Latham with 325,000 feet and steamships Comanche with 41,000 feet and Seminole with 29,400 feet. The steamship Delaware for Boston took out 15,500 feet. The total shipments of wood products from this port since September 1, 1897, amount to 24,730,495 feet coastwise and 559,000 feet foreign, making a total of 25,289,495 feet, against 31,595,504 feet last year.

Savannah.

[From our own Correspondent.]
Savannah, Ga., March 14.

The lumber trade of this port has been exceedingly active during the past week, over 4,000,000 feet having been shipped to coastwise ports. The demand for good grades of lumber is quite pronounced, and mills along the lines of railroads entering this city are well supplied with orders. Manufacturers are somewhat encouraged by present indications, and prices rule firm, with an advancing tendency. Several meetings have been held at interior points looking to an advance in prices and the adjustment of rates, with other matters of importance connected with the industry. There is a good demand for other wood products, such as staves and crossties, and shipments are likely to be quite liberal during April and May. During the past week the following clearances were reported: Schooners Edward P. Avery, with 410,231 feet of pitch-pine lumber, and Horace P. Shares, with 318,703 feet, both for New York; schooners Ida Lawrence, with 365,000 feet, and Jennie P. Thomas, with 486,832 feet, both for Baltimore; the schooner Margaret A. May cleared for Philadelphia with 300,923 feet of lumber and 2665 crossties measuring 118,926 feet; schooner Norman for Boston with 273,613 feet of lumber. New York steamers took out 586,920 feet and Baltimore steamers 566,960 feet. The schooner Nelson Barrett cleared for Bath, Me., with 476,135 feet of lumber. Lumber and timber freights are firm at ruling rates. The rates from this and nearby ports of Georgia are quoted at $4 to $4.50 for a range including Baltimore and Portland, Me.; railroad ties, basis forty-four feet, to Baltimore 12 cents, to Philadelphia 13 cents, and to New York 13½ cents. To Rosario lumber is quoted $12 to $13; to Buenos Ayres and Montevideo, $10 to $11; to Rio Janeiro, $14, and to Spanish and Mediterranean ports, $11.30 to $11.50; to the United Kingdom for orders nominal for lumber at £4 5s. per standard.

Mobile.

[From our own Correspondent.]
Mobile, Ala., March 14.

Considerable activity has been the ruling feature in the lumber and timber market during the week under review and the movement in lumber has been unusually active. There is also considerable doing in timber; stocks are being replenished by high water in the upper country and several lots have arrived during the past week. The market for sawn timber is steady and unchanged at 10 to 10¼ cents per cubic foot, 40-foot basis. Cypress is in fair demand at 5 to 8 cents per cubic foot, according to average. Ash of good quality and large girth is quoted at 12 to 13 cents per cubic foot. Saw logs are steady at $4 to $7 per 1000 feet for pine at mill. There is a good demand for hewn timber, while stocks are generally light. Values are steady at 12½ cents per cubic foot, basis of 100 cubic feet, average B1 good. Contracts are made at 12 to 12½ cents per cubic foot. Hewn oak is dull at 14 to 16 cents for first-class. There is a limited demand for hewn poplar at 12 cents per cubic foot for large average girth. In lumber the movement is better and mills here and at all outlying points are well supplied with orders. During the past week the following vessels cleared with full cargoes: Bark Penry for Belfast, Ireland, with 17,315 cubic feet of hewn timber, 18,114 cubic feet of sawn timber and 30,016 feet of lumber; bark Campbell for Newcastle-on-Tyne with 67,324 cubic feet of sawn timber and 15,674 feet of lumber; steamer Rockliff for Bremen, Germany, with 15,095 cubic feet of hewn timber; schooner Matens for Carmarthen, Wales, with 21,450 cubic feet of sawn timber and 5707 feet of lumber; for Buenos Ayres barkentine Athus, 519,711 feet of lumber; bark Linwood, 968,087 feet, and bark Northern Empire, 668,353 feet; steamer Hellos for Belize with 70,000 feet of lumber, and steamer Managua for the same port with 17,400 feet. The demand for lumber from Central and South America is much improved. Among the charters reported in New York last week were the following: British schooner Schaffner Bros. from Mobile to Havana with lumber on private terms; British brig Estelle from Moss Point to Vera Cruz with lumber on private terms; Italian bark Michele, 513 tons, from Pensacola to Cette with timber, etc., $3600, and British bark Edinburgh, 1290 tons, from Pensacola to Buenos Ayres with lumber at $12.12½.

Lumber Notes.

During the past four months over 300,000 crossties have been shipped and sold from Fredericksburg, Va. The demand at the moment is active and prices firm at a slightly higher range.

At Opelousas, La., the machinery was ordered last week for a manufactory of spokes, axe handles, baseball bats and other woodwork. The plant will be operated by the Opelousas Brick and Tile Works, and will be in working order in about a month.

The Kirk Saw Mill at Parkersburg, W. Va., received an order last week from the United States government for a large amount of ship timber. The timber is for immediate use at the Brooklyn navy-yard, and is to be heavy oak. The mill will run continuously until the demand is supplied.

The lumber men of Georgia will donate the material to be used in the construction of the building for the State exhibit at the Omaha Exposition. A member of the commission will visit Omaha next week, and while there will select a site for the building and award the contract for its construction.

The Faulk & Joyner Manufacturing Co., of Leaksville, Miss., was granted a charter last week, with a capital stock of $30,000, with privilege of increasing it to $50,000. The company is organized for the purchase and sale of sawn and hewn timber and for the manufacture and sale of both crude and spirits of turpentine.

The Plaquemine Land & Lumber Co. was incorporated in New Orleans last week, with headquarters in that city. The capital stock is placed at $200,000, divided into 2000 shares of $100 each. The officers of the company are Charles M. Greene, president; William Palfrey, treasurer, and James M. Pagaud, secretary.

Messrs. Ellington, Downs & Trotti, of Beaumont, Texas, have contracted to furnish the Orange and the Wingate Lumber companies about 30,000,000 feet of timber, and will build a tramroad from Starks Landing, on the Sabine river, to the body of timber they have secured at a point five or six miles from the river.

Mr. A. Delavigne, secretary of the Mechanics, Dealers and Lumbermen's Exchange, of New Orleans, reports the receipts of wood products in that city for the week ending March 9 as follows: Lumber, 1,452,000 feet; laths, 80,000; oak staves, 123,084, and cypress staves, 51,000. The receipts of lumber for the season amount to 44,030,300 feet, against 38,793,000 feet last year.

D. G. Ambler, of Jacksonville, Fla., has disposed of his interests in the Atlantic Lumber Co., of that city, to a Michigan capitalist. No change will be made in the management of the company, except that E. S. McGarry, of Grand Rapids, Mich., will take Mr. Ambler's place as president of the company. The logging business of the company will continue as heretofore.

The large saw and planing mill at Decatur, Ala., owned by Arantz Bros., was destroyed by fire on the 13th inst. The loss on the mill plant is estimated at $50,000, while that on other buildings and lumber is not stated. There was no insurance on the mill plant and but $40,000 on the lumber-yard. This was one of the largest establishments in the State and did a heavy business direct with England. It is stated that the plant will be rebuilt as soon as possible.

The Georgia Lumber Co., of Bluefield, W. Va., has been organized and purchased the business of Thomas C. Harris, at Bluefield. Mr. Harris will return to Philadelphia, Pa., where he will engage in the lumber business. The new Georgia Lumber Co. proposes to carry in stock a full line of general building material and to do a wholesale business throughout the State in Georgia and North Carolina pine lumber. The stock of the new company is chiefly owned by the O'Neill Manufacturing Co., of Rome, Georgia.

The Nona Mills Co., Limited, is the style of a corporation recently chartered under the laws of Louisiana. The domicile of the new company (or rather the old company operating under the laws of Louisiana) will be at Leesville, La., and the capital stock is placed at $100,000, fully paid up. The Nona Mills Co., at Nona, Texas, on the Sabine & East Texas Railroad, will remove its mill about August next to its new location in Louisiana. The officers of the company are F. L. Carroll, president; C. R. Ferguson, vice-president, and J. N. Gilbert, secretary. This company has secured extensive bodies of timber land in Vernon parish, on the line of the Kansas City, Pittsburg & Gulf Railroad.

It is stated that Mr. J. E. McCoy, of Wheeling, W. Va., is about to commence an extensive development of the timber resources of lower East Tennessee and Cherokee City, N. C. He has purchased 12,000 acres of timber land lying in North Carolina and Tennessee, about twelve miles north of Ducktown, known as the Hamilton land. Mr. McCoy will erect a saw mill, with a capacity of 30,000 feet a day, and his company will ship lumber, crossties, tanbark and cordwood. The company will build a branch road to connect with the Atlanta, Knoxville & Northwestern at a point where the railroad first reaches the river. A bridge is also to be built on this line, and work will be commenced on or about the 15th of April.

Building at Corsicana.

[Special Cor. Manufacturers' Record.]
Corsicana, Texas, March 11.

The Co-operative Oil Co., G. W. Hardy, secretary, is figuring on a pumping outfit for five or more oil wells.

S. W. Bogy will organize a company to purchase the Bogner farm, a pretty suburban tract, and will subdivide and offer locations for cotton and other manufacturing plants.

The handsome new passenger station will be completed and ready for occupancy on April 1.

Mr. S. A. Pace will erect at once an elegant two-story-and-basement brick wholesale grocery house near Cotton Belt Railway depot.

The Navarro County Farmers' Alliance have had subscribed funds to build a consumers' wheat and grist mill. Mr. G. A. Stanley is in charge.

May Erect Factories.

A party of Eastern capitalists have recently been examining the country in the vicinity of Port Chalmette, La., investigating its facilities for manufacturing. It is reported that in connection with the visit plans may be made for a large cotton mill, and that option has been secured on sites available for other industries.

MECHANICAL.

Chain Bucket Dredge.

The outline illustrations of dredge boat and attachments presented are of interest to those using or contemplating the use of such apparatus. This device covers many of the demands brought forth in the Alaska-Yukon gold fields, as it is especially designed for prospecting along rivers. The type of boat or screw shown is of ordinary construction, while the engine and general arrangement is such as to make it possible to propel the boat as well as to operate the dredging machinery from the same engine.

The equipment ready for work consists of an elevator, engine and stern-wheel drive, with the driving connections for transmittting the power. There are two styles of elevators, principally used for dredging purposes. The heavier outfit consists of a heavy iron ladder frame, with two strands of Jeffrey roller chain and special buckets at intervals of three or four feet; elevator is usually equipped with a steam hoisting arrangement for elevating and lowering to suit the different depths of the water, also for drawing it out of the way when services are not required. Buckets for the heavier outfit are arranged with truck wheels at each end, the latter traveling on a suitable track, forming a part of the ladder frame. This makes an admirable support for both the loaded and empty buckets, and reduces the friction, wear and power consumed to a minimum. The construction of the buckets, axles and truck wheels, as above described, is shown in the other illustrations.

The other style of elevator is intended for light service and consists of a wooden ladder, with suitable rods and braces for carrying the chain attached firmly to the buckets by means of steel-plate attachments, both the loaded and return chains being supported on idler sprocket wheels, as shown. This makes a very simple and economical construction, especially adapted to light work and smaller capacities. Occasionally the buckets are provided with teeth to assist in digging. In all cases the Jeffrey roller chain is used, because of its success in many years of service.

The manufacturer is prepared to build parts for dredges, such as chain, buckets, ladder frames, etc., to suit special conditions and the views of the purchaser, to be operated either by hand or steam-power. The power for the operation of this machinery usually consists of an engine and boiler, but any other power can be used, such as electricity, gas, oil or horse-power. Each boat is usually equipped with a chain-drive to the stern wheel, which is by far the simplest and cheapest that could be provided for this purpose. Inquiries from interested parties are solicited and will receive prompt attention. Address the Jeffrey Manufacturing Co. at Columbus, O., or at any of its branches.

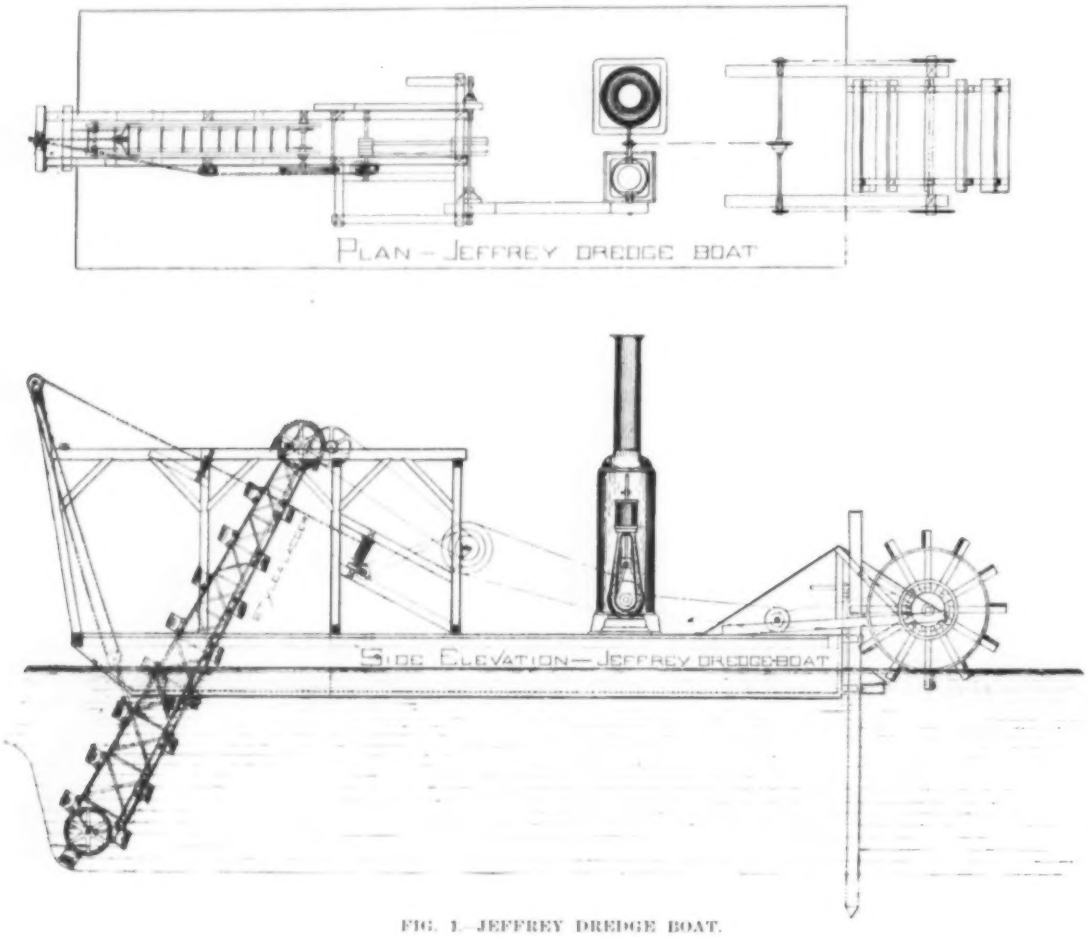

FIG. 1.—JEFFREY DREDGE BOAT.

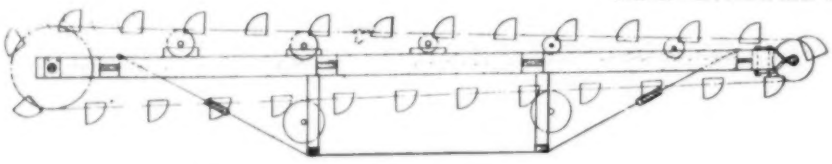

FIG. 2.—LADDER FRAME.

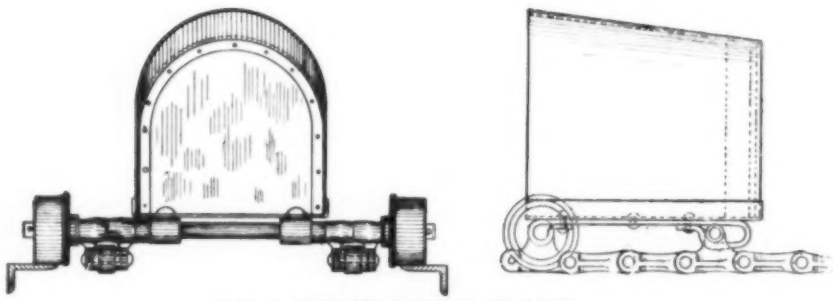

FIG. 3.—JEFFREY DREDGE BUCKETS.

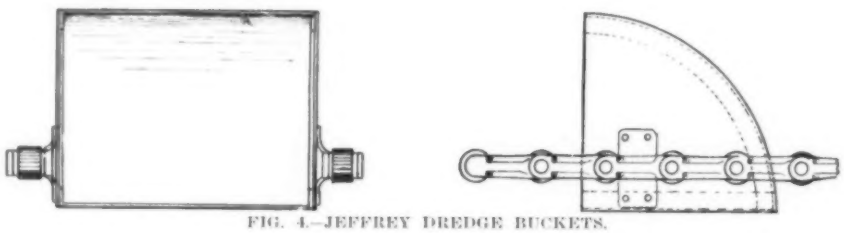

FIG. 4.—JEFFREY DREDGE BUCKETS.

Iron Markets.

Cincinnati, O., March 12.

The business of the week has not been characterized by any special feature, aside from the continued demand for iron for malleable castings, in which both charcoal and coke brands have been in request. There has been increased activity at the car works and cast-iron pipe foundries, which has given impetus to foundry grades. Car-wheel irons are in somewhat better demand. Production is slightly in excess of consumption, though the margin is insignificant when the general figures of a million tons per month are considered. It is reasonable to expect a reversal of the situation upon recurrence of the season in which outdoor work can be resumed and the war clouds shall be dispersed by ample preparation and wise diplomacy.

A visit to Sheffield, Ala., this week shows that the Colbert Company's yards are bare of iron, and shipments of each day's product are made direct from the furnace. This furnace has not been able to keep up with its orders.

The Sheffield Company has one stack in operation producing about 240 tons per day. Another stack seventy-five feet high, nineteen feet bosh, twelve feet hearth, has just been rebuilt, with every modern appliance and improvement, and is strictly "up to date." The starting of this stack is delayed on account of present lack of ore. Sheffield Company has only a small stock of iron on hand and reports sufficient orders booked for several months' run.

The makers of Lake Superior charcoal iron, having disposed of much of their surplus stock, have marked up their prices, which are still moderate and reasonably low. Prices current on all irons may be safely considered as most conservative, and as there is no likelihood of any increased production whatever, buyers feel no timidity in providing for their wants at figures ruling.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	89 75@	$10 00
Southern coke, No. 2 foundry	9 50@	9 75
Southern coke, No. 3 foundry	9 25@	9 45
Southern coke, gray forge....	8 75@	9 00
Southern coke, mottled.....	8 75@	9 00
Southern coke, No. 1 soft....	9 75@	10 00
Southern coke, No. 2 soft....	9 50@	9 75
Belfont coke, No. 1, Lake Sup.	11 00@	11 50
Belfont coke, No. 2, Lake Sup.	10 50@	10 75
Hanging Rock charcoal, No. 1.	14 50@	15 50
Tennessee charcoal, No. 1....	12 50@	13 00
Jackson Co. silvery, No. 1....	12 50@	13 00
Standard Georgia car-wheel..	14 25@	15 00

ROGERS, BROWN & CO.

Mr. John A. Blaffer has been selected as the manager of the New Orleans Progressive Union, devoted to the advancement of the city's interests.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Decatur—Planing Mill.—Arantz Bros. will rebuild at once their planing mill, reported as burned; cost of the burned plant $50,000.

Ensley City—Tar Plant.—O. A. Smith, of Atlanta, Ga., will erect a plant at Ensley City for the consumption of the tar product of the Semet-Solvay by-product coke plant now in course of erection. The necessary buildings will be erected at an early date and the plant will be in readiness as soon as the coke ovens are in blast.

Florence—Cotton Mill, etc.—F. M. Perry has purchased for $10,000 a tract of 12,000 acres of land located on Cypress creek, near Florence, including a number of buildings and a water-power. The water-power will be developed and the buildings improved and equipped with machinery for the manufacture of cotton goods at a cost of from $50,000 to $75,000. Mr. Perry and an associate also contemplate putting in a roller-process flour mill, a cotton ginnery and mill for producing jeans, rope and sacks.

Fort Payne—Cotton Mill.—It is reported that a company has been organized for the purchase of the Alabama Hardware Building, which it will convert into a cotton mill. For information address either Capt. J. J. Hines or Maj. C. O. Godfrey, both of Fort Payne.

Greensboro — Electric-light Plant. — The erection of an electric-light plant is talked of; Louis V. Massey can give information.

Huntsville—Cotton Mill.—H. W. Russell, of Connecticut, is in negotiation with the Chamber of Commerce relative to the establishment of a cotton mill in Huntsville. Address secretary Chamber of Commerce.

Mobile — Hydro-carbon Plant.—The People's Light & Heat Co. has been organized, with $100,000 capital, for the purpose of lighting and heating by the Kitson hydro-carbon system; directors, J. W. Whiting, Leopold Lowenstein, S. T. Prince, James K. Glennon, R. H. Clarke, C. L. Lavretta, E. L. Russell, Uriah Blacksher and E. L. Brown. S. T. Prince was elected president, and Jas. K. Glennon, secretary and treasurer. Address the secretary.

Piedmont—Land Development.—The Coosa Valley Colony Co. has been organized for the development and sale of lands in North Alabama, Piedmont being the principal city. General Shelly, of Birmingham, is interested in the enterprise and can be addressed.

Pratt City—Coal Washer.—The Tennessee Coal, Iron & Railroad Co. is preparing to erect another coal washer at slope No. 5.

Tuscaloosa—Spoke and Bent-wood Factory.—A spoke and bent-wood factory, also a cotton-wadding factory, will be erected. Address Business Men's Association for information.

ARKANSAS.

Clarendon—Ice Factory.—Preparations are on foot for the establishment of an ice factory, site for which has been selected and machinery ordered. W. J. Allen, manager, can be addressed for information.

Rockport—Water-power Development and Manufactories.—Gen. A. String, of Peoria, Ill., and associates have purchased the water-power at Rockport and will begin at once the erection of machinery for the purpose of controlling the water-power at that point with a view of establishing a variety of manufacturing plants, including a flour mill, cotton factory, etc.

FLORIDA.

Tampa—Tobacco Factory.—The tobacco factory of R. Monne & Bro. will be put in operation after an idleness of two years.

Tampa—Water Works.—The city council has passed an ordinance authorizing an issuance of $300,000 of bonds for the purpose of purchasing or constructing a system of water works. The city will hold an election May 3 to determine same. Address the mayor.

GEORGIA.

Atlanta—Cocoa-cola Factory.—The Cocoa Cola Co. will erect a new factory building, three stories high, to cost $15,000.

Augusta—Gas Machines.—The Solar Gas Co. will be organized, with a capital stock of $20,000, for the purpose of manufacturing gas machines for use in private residences and stores, etc. For information address J. Hardwick Jackson or E. Brooks Dow.

Augusta—Novelty, etc., Works.—The Augusta Novelty Manufacturing Co. has been incorporated, with a capital stock of $8000, by John R. Platt, F. C. dos Passos, W. T. Rawlinson, George R. Lombard, Stewart Phinizy and others for the manufacture of a patent rotary razor strap, machinery and novelties of all kinds.

Cedartown — Slate Quarries.—The Piedmont Slate Co. will be formed for the development of slate quarries near Cedartown. Address for further information W. M. Kelley & Co., who are said to be interested in the enterprise.

Dahlonega—Brick Works.—C. M. Moore will establish brick works.

Fitzgerald—Saw Mill, Timber Lands, etc.—The Fitzgerald Mercantile Co. contemplates the purchase of timber lands near the line of the Georgia & Florida Railroad, and will erect a saw mill for the development of same.*

Fitzgerald—Water-works and Electric-light Plant.—The city has voted for the issuance of bonds amounting to $30,000 for the purpose of constructing water works and erecting electric-light plant. Address the mayor.

Gainesville — Educational. — The Gainesville Chautauqua has been incorporated, with Prof. T. H. Robertson, secretary, and a capital stock of $2000.

Gainesville — Telephone System.—Colonel Henry P. Farrow is perfecting plans for the construction of a telephone system from Gainesville to Dahlonega.

Monroe—Cotton Mill.—The erection of a cotton mill, to have 5200 spindles and 140 looms or more, is contemplated; a company will probably be formed; B. S. Walker, president of the Monroe Cotton Mills, can probably give information.

Montezuma—Mercantile Company.—G. C. Thistlewood, N. T. Jones, M. E. Chastain and W. D. L. Duncan, of Macon county, and S. E. Lamb, of Dooly county, have incorporated the Alliance Co-operative Association for the purpose of conducting a general mercantile business. The capital stock is $5000.

KENTUCKY.

Cadiz—Electric-light Plant.—The erection of an electric-light plant is talked. Possibly E. N. Beebe, of Hopkinsville, Ky., can give information.

Lawrenceburg—Drug Company.—The Lawrenceburg Drug Co. has been incorporated, with John H. Crain, president; F. R. Feland, secretary, and C. A. Leathers, treasurer, to conduct a drug business. The capital stock is $2000.

Lexington — Electric-light Plant, Sewerage, etc.—About $30,000 will be expended for erection of hospital building, sewers, plumbing and electric-light plant for the State Insane Asylum. Address Dr. Wylie, superintendent.

Louisville—Woolen Factory.—The Falls City Manufacturing Co. will rebuild at once its woolen and jeans factory which was damaged to the extent of $25,000 by fire.

Paducah—Coal Mines, Elevator, etc.—The Paducah Coal & Mining Co. has been incorporated to succeed the Cumberland Coal Co., with E. W. Smith, president; George Rock, vice-president, and Isaac Reese, secretary-treasurer, and a capital stock of $200,000; company has purchased and will continue the development of mines, erect coal elevator, also open a new mine. For information address Isaac Reese, secretary, 118 North Third street, Paducah.*

Williamsburg—Lumber Mills.—The Jones Lumber Co. has rebuilt its saw mill, recently burned, and added a planing mill and box factory.

LOUISIANA.

Breaux Bridge—Bridge.—The president of the town council will receive plans, specifications and bids until April 4 for the construction of a steel bridge. An appropriation of $6000 will be required for the bridge.

Donaldsonville—Packet Line.—The Burnside & Donaldsonville Packet Co., Limited, has been formed, with a capital stock of $10,000, of which $6000 has been paid up, to carry and transport by steamboat passengers and freight, etc.; Henry C. Braud, president; Carroll Barton, vice-president; James P. Armitage, secretary and treasurer. Address the secretary.

New Orleans—Saturating Plant.—Kracker & Flanders contemplate the erection of a saturating plant for saturating tarred felt for roofing purposes.*

New Orleans—Lumber Mills, etc.—The Plaquemine Land & Lumber Co., Limited, has been incorporated, with Charles M. Green, president; William Palfrey, treasurer, and James M. Paguad, secretary, for the manufacture of all kinds of lumber, etc. The capital stock is $200,000.

New Orleans—Sugar Factory.—E. A. Hopkins, representing European capitalists, has, it is stated, purchased about 500 acres of land near New Orleans, on which will be erected a central sugar mill. The plant will be built on a very extensive scale, the best material being used, also the most improved and latest machinery.

New Orleans—Jewelry Factory.—The Crescent Loan & Jewelry Co., Limited, has been incorporated, with Royal C. Bray, president; Ralph A. Tudury, vice-president, and Edward Moore, treasurer, for the purpose of manufacturing jewelry, etc. The capital stock is $15,000.

New Orleans — Agricultural - implement Works, etc.—The Universal Cultivator Co., Limited, has been incorporated, with Wm. S. H. Wailes, of Waterproof, La., president; Joseph B. West, vice-president; Chas. Caffe, secretary-treasurer, for the purpose of manufacturing agricultural implements, also the Wailes combination cultivator. The capital stock is $100,000. For information address Wm. S. H. Wailes, Waterproof, La.

Opelousas — Woodworking Factory.—The Opelousas Brick & Tile Works will put in machinery for the manufacture of base-ball bats, axe handles, spokes and other woodwork; all machinery has been ordered.

Shreveport—Cigar Factory.—Mark Trafton, of Jackson, Miss., will establish a cigar factory in Shreveport.

MARYLAND.

Baltimore—Electric-light Plant.—James F. Bohen will put in an electric-light plant for the purpose of lighting his hotel and grounds near Stevenson Station.

Baltimore—Laundry.—The Swiss Manufacturing Co. has been incorporated for the purpose of conducting a laundry by John W. Lowe, George A. Kleinfelter, George A. Rogers and others. The capital stock is $50,000.

Baltimore—Heat, Light and Power Company.—Joseph P. Smith, Bertram S. Morrill, John W. Kaiser, Bernard T. Warthen and Theodore E. Dollard have incorporated the Heat, Light & Power Co., of Baltimore, with a capital stock of $10,000. The company is authorized to construct and operate overhead wires for illuminating purposes and to furnish motive power for machinery and such other purposes as electricity may be used; company may also lay underground pipes or conduits to contain wires. Address Joseph P. Smith.

Hagerstown—Railroad Shops.—The Western Maryland Railroad Co. will build repair shops in Hagerstown to cost $40,000 for buildings alone; 300 men will be employed; J. M. Hood, manager, Baltimore.

Mount Savage — Coal Mines. — Winfield Trimble is developing 150 acres of coal lands near Mount Savage.

Oakland—Electric-light Plant and Water Works.—The city has voted favorably for the issuance of $30,000 of bonds for the establishment of the proposed water works, also for $25,000 of bonds for the erection of the electric-light plant and repair of the streets. Address the mayor.

Pocomoke City—Telephone System.—A telephone system will be constructed. For information address Dr. W. H. Walters.

Pratt—Saw Mills, Timber Lands, etc.—Frank and William Billmyer, of Belington, W. Va., are arranging for the development of 2000 acres of timber lands near Pratt, for which purpose they will erect three saw mills.

Rocky Ridge—Flour Mill.—Biggs Bros. contemplate rebuilding their burned flour mill.

Vale Summit—Coal Mines.—William M. Mertens, Edward Schilling, D. Lindley Sloan and others have incorporated the Pactolus Coal Co., of Allegany county, with a capital stock of $100,000, for the development of 700 acres of coal lands which they have purchased near Vale Summit. The principal office of the company will be Cumberland.

Williamsport — Water Works.—The city voted in favor of a bond issuance to construct water works. Address the mayor.

Williamsport—Electric Lighting.—The city having voted in favor of lighting by electricity, a committee has been appointed to make investigations; J. Thompson, mayor, can be addressed.

MISSISSIPPI.

Aberdeen—Cotton Mill.—The organization of a cotton mill is proposed; stock is to be paid for on the instalment plan; J. W. Eckford can be addressed.*

Bay St. Louis—Electric-light Plant and Water Works.—A bill has been introduced in the legislature authorizing the issuance of $40,000 of bonds for the erection of an electric-light plant, market-house and construction of water works. Address the mayor.

Brookhaven — Furniture Factory. — The Brookhaven Manufacturing & Improvement Co., F. F. Becker, secretary-treasurer, contemplates the erection of a furniture factory.*

Canton.—Chartered: The Trollo-Priestly Co., with a capital stock not to exceed $30,000.

Hattiesburg—Lumber Company.—Chartered: The Leaf River Lumber Co., with a capital stock of $20,000.

Hattiesburg—Foundry and Machine Shop. George T. Cunningham, of Atlanta, Ga., will organize a company for the purpose of establishing a foundry and machine shops at Hattiesburg.

Hattiesburg—Foundry and Machine Shops. George T. Cunningham, of Atlanta, Ga.; M. B. Lewis, of Meridian, Miss., and others are organizing a stock company for the establishment of foundry and machine shops at Hattiesburg.

Hunter—Telephone Company.—Chartered: The Hunter & Maharris Telephone Co., capital stock $500.

Jackson—Lumber Company.—The Jackson Lumber Co. has been incorporated, with a capital stock not to exceed $40,000, but may begin business with $2500 paid in.

Leaksville—Turpentine Plant.—The Faulk & Joyner Manufacturing Co. has been incorporated for the manufacture and sale of both crude and spirits of turpentine. The

capital stock is $30,000, with privilege of increasing to $50,000.

Longbeach—Canning and Manufacturing Company.—The Longbeach Canning & Manufacturing Co. has been incorporated with a capital stock of $10,000.

Meridian—Iron Works, etc.—Renean Iron Works & Manufacturing Co. has been incorporated with a capital stock of $25,000.

Summit—Telephone Company.—The Summit Telephone Co. has been incorporated with a capital stock of $10,000.

West Point—Publishing Company.—Chartered: The Press Publishing Co., capital stock $10,000.

Yazoo City—Oil Mill.—The Producers' Cotton Oil Co., mentioned last week as projected, has organized with a capital stock of $100,000, and will erect a 100-ton mill. Address B. G. Ricks, chairman.

MISSOURI.

Carthage—Lead and Zinc Mines.—M. F. Viernow, C. W. Landrum, Peter Verkler, W. S. Rush and others have formed the Gray Fox Mining Co., and have leased forty acres of lands near Carthage, which they are developing.

Higginsville—Asphalt Mines.—A rich deposit of asphalt has been discovered on the property of the Confederate Soldiers' Home and will probably be developed. For information address Dr. R. C. Jones.

Independence—Sewerage System.—The city will probably call for a vote upon an issuance of $50,000 in bonds for the construction of a sewerage system. For information address the mayor.

Independence—Water Works.—The Independence Water Works Co. is asking the city council for a new franchise, and if it is granted (which is most probable), about five miles of new mains and thirty-five additional fire hydrants will be established.

Kansas City—Tinware Factory.—The Gille Hardware & Iron Co. will establish a large plant for the production of tinware; office, St. Louis avenue and Santa Fe street.

Kansas City—Mining Company.—The White River Mining Co. has been incorporated, with capital stock of $6000, by D. R. Ingram, J. B. Stone, George W. Marshall and others.

Springfield—Bridges.—Two bridges will be built across the Sac river at a cost of $4900 and $3600, respectively. Address clerk of county court.

St. Louis—Machine Shop.—The Boyer Machine Co. has been granted permit for the erection of a two-story machine shop to cost $15,000.

St. Louis—Coffin Factory.—Louis G. Kregel has been granted permit for the erection of a five-story coffin factory, to cost $17,000, and have 50,000 feet floor space, to employ about 100 hands. Address 4213 West Belle Place.*

St. Louis—Real Estate and Building Company.—The Lincoln Real Estate & Building Co. has been incorporated, with James B. Case, president, and A. A. B. Woerheide, secretary. The capital stock is $425,000.

St. Louis.—Chartered: The Wright Bust Form Co., with a capital stock of $5000, by S. S. Gaylord, H. W. Barclay and others.

St. Louis—Fire Appliances.—The Monarch Fire Appliance Co. has been incorporated, with capital stock of $100,000, by Mary T. Clark, Bella F. Wyler, A. T. Schmucker and others.

St. Louis—Manufacturing Company.—Edw. Baggot, P. A. Bredwold and B. C. Danielson have incorporated the Baggot Manufacturing Co. with a capital stock of $25,000. For information address Edward Baggot.

NORTH CAROLINA.

Asheville—Real Estate, etc.—The Albemarle Park Co. has been incorporated to purchase, rent and improve real estate, contract for and erect houses, shops, factories, gas works, electric-light plants and sewerage systems, etc. The capital stock is $50,000, with authority to increase it to $250,000. The incorporators are William G. Raoul, Atlanta; Thomas Wadley Raoul, Asheville; Theo. F. Davidson, Asheville. Address Mr. Davidson.

Biltmore—Electric-light Plant.—The Biltmore Estate (George W. Vanderbilt, of New York city, proprietor) is now building a power-house, to which will be removed the machinery of the present electric-light plant at Biltmore; the plant will also be enlarged. Charles McNamee, manager, can be addressed.

Cherokee County—Saw Mills, etc.—J. E. McCoy has purchased 12,000 acres of timber lands in Cherokee county and will develop same by the erection of saw mills, etc.; mill capacity will be 50,000 feet per day, and will cut not less than 20,000 feet each day; will also put in machinery for the manufacture of spokes, handles and insulator pins, and will employ about 100 hands. A company will be organized and chartered for operating the plant. Address J. E. McCoy, 1407 Main street, Wheeling, W. Va.

Clearcreek—Gold Mines.—Col. Pat Mungo has leased the Ferguson Hill mine to a Chicago (Ill.) company, which will develop same.

Edenton—Telephone System and Electric-light Plant.—The Edenton Telephone Co. has been incorporated to establish and operate a telephone system and an electric-light plant. The capital stock is $1500, and the incorporators are A. T. Bush, George P. Folk, J. W. Branning, W. D. Pruden, E. B. Conger and W. J. Leary, Jr. Address Mr. Bush.

Fayetteville—Saw Mill.—J. W. Dean has purchased a saw mill which he will put in operation at Galatia.

Fayetteville—Crate Factory.—W. W. Sutton and Clifton Rankin contemplate the establishment of a crate factory.*

Fayetteville—Cottonseed-oil Mills.—The Fayetteville Cotton Oil & Fertilizer Co., already reported as incorporated, has had a plant in operation for some years; company will put in electric-light plant.*

Glanville County—Copper Mining.—Walker, Planix & Walker, of Durham, are opening copper mines in Glanville county.

Glanville County—Copper Mining.—J. J. Baldwin and associates will develop copper mines in Glanville county.

Kinston—Hosiery Mill.—A company has been organized, with a capital stock of $75,000, of which $50,000 has been subscribed, for the erection and operation of mills to spin hosiery yarns. Names of interested parties will be announced later.

Kinston—Furniture Factory.—Contracts have been let for the erection of a furniture factory. Names of interested parties will be announced later.

Lumberton—Ice Factory.—L. S. Carrington and associates contemplate the erection of an ice factory.*

Marion—Furniture Factory.—The Catawba Furniture Co. has put in machinery to double the output of its plant.

Morehead City—Ice Factory, Warehouses, etc.—W. S. Chadwick, C. S. Wallace, N. W. Taylor, Thomas Daniels, B. L. Jones and R. W. Taylor have incorporated the Carteret Ice, Transportation & Storage Co., with capital stock of $13,000, for the erection and maintenance of warehouses, wharves, ships, etc., also for the manufacture of ice, coal and merchandise of all kinds.

Oxford—Acetylene-gas Plant.—J. C. Horner has purchased and will put in operation an acetylene-gas plant.

Pineville—Cotton Mills.—The Dover Yarn Mills contemplate increasing the capacity of its plant; present equipment is 5300 spindles.

Raleigh—Grist Mill.—Spach Bros. & Hoover will erect a grist mill, building to cost $3500 and machinery about $3000; electricity will be used for power, secured from a power company.

Reidsville—Brick Works.—W. G. Jennings contemplates the establishment of new brick works at Materson, capacity to be 20,000 daily.

Rockingham—Publishing.—D. M. Morrison, H. C. Dockery, John P. Cameron and others have formed the Republic Publishing Co., with a capital stock of $1500, for publishing a newspaper.

Whiteville—Cannery.—Incorporated: The Columbus Canning Co., capital stock $1000 and privilege of increasing to $10,000; business proposed is canning, selling, buying and preserving fruit and vegetables.

Wilmington—Vinegar Factory.—R. W. Hicks has completed arrangements for the establishment of a vinegar factory, machinery for which has been ordered. Address North Water street.

SOUTH CAROLINA.

Bethany—Saw Mill.—P. Goforth is rebuilding his saw mill that was burned recently; later on will erect a cotton ginnery.*

Columbia—Water-power Development.—The Columbia Water Power Co. has purchased the Saluda water-power factory site on the Saluda river, near Columbia, and will develop same. The company's purpose is to obtain a reserve to its present plant, the power of which it expects will soon be entirely taken up by industries. Thorough development of the Saluda power will be inaugurated later on, a new dam being contemplated, and the transmission of about 3000 horse-power; offices of company, 53 State street, Boston, Mass., and Columbia.

Columbia—Electric-light Plant.—The People's Electric Light Co. has organized, with Frank P. Carpenter, L. Melville French, George Wallace, A. B. Carpenter, A. F. Sortwell of Massachusetts, B. L. Abney and E. W. Robertson, board of directors. The capital stock is $100,000. Address the company, care Room 12, Kendall Building.

Jonesville—Ginnery.—The McWhirter Ginning Co. has been formed for the erection of a ginnery; it will consist of three 70-saw gins, put in with the suction apparatus, and having a daily capacity of thirty to forty bales.

Laurens—Ice Factory.—Capt. R. H. Hudgens and J. O. C. Fleming contemplate the establishment of an ice factory.

Orangeburg—Automatic Switches.—Chartered: The National Automatic Car Switch & Appliance Co., capital stock $100,000, by Edwin J. Jenkins, Henry H. Brunson and James M. Oliver, to push a patent by which it is proposed to automatically switch trains.

Port Royal—Shipyards.—A government plant for the repair of ships will, it is stated, be established. For information address John D. Long, Secretary of the Navy, Washington, D. C.

Rockingham—Cotton Mill.—The Pee Dee Manufacturing Co. will erect a new mill, No. 2, to be equipped with 300 looms; present plant has twenty-three cards, 300 looms, 6554 spindles; W. C. Leak, president.

TENNESSEE.

Clarksville—Car Shops.—The Louisville & Nashville Railroad Co. contemplates the removal of its car shops at Bowling Green and Memphis to Clarksville. For information address M. H. Smith, president, Louisville, Ky.

Clarksville—Electric Plant.—It is stated that the Queen City Electric Light & Power Co. will duplicate its present plant, doubling the capacity of same. Plans for a new building are now being prepared and a duplicate set of machinery will be installed.

Cumberland City—Barrel-heading Factory.—Thomas & Salisbury will establish a plant for manufacturing barrel headings.

Cumberland City—Brick Works.—R. E. Thomas will start the manufacture of brick.*

Dayton—Gas and Oil Wells.—The Dayton Oil & Gas Co. has been incorporated, with capital stock of $100,000, to develop gas and oil leases comprising 6000 acres near Dayton.

Dyersburg—Planing Mill.—The A. M. Stevens Lumber Co. will rebuild its burned planing mill.*

Knoxville—Stove Works.—F. E. Fuller, of Scranton, Pa., and James Parker, of Chicago, have purchased a controlling interest in the Scates Hot Air Furnace Co., of Knoxville, and will continue the manufacture of ranges, hot-air furnaces, etc.

Martin—Water-works and Electric-light Plant.—The city has decided by popular vote to issue the proposed $25,000 of bonds for the construction of water works and erection of electric-light plant; plants to be completed not later than July 15. Address J. E. Kennedy, mayor.

McKenzie—Medicine Factory.—A company has been formed to manufacture a hog cholera specific; Dr. J. H. Snoddy can be addressed.

McKenzie—Chewing-gum Factory.—A chewing-gum factory has been established by a company just formed, with J. K. Ramsey, president.

Memphis—Cotton Mill.—The People's Cotton Mill Co. will be organized, with a capital stock of $50,000, for the erection of a 5000-spindle cotton mill. Address Geo. B. Morton for information.

South Pittsburg—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. is preparing to blow in its No. 2 furnace.

Tullahoma—Tobacco Factory.—P. H. Elmore, of Eagleville, and G. R. Crane, of Tullahoma, will establish a tobacco factory.

TEXAS.

Abilene—Mercantile.—Incorporated: The Lapowski Mercantile Co., capital stock $100,000, by John C. Wood, of New York; Nathan Lapowski, of Gainesville, and C. M. Waters, of Jones county. Address Mr. Lapowski.

Austin—Knitting Mill.—A knitting mill will be established. Address Bruck Bros.*

Beaumont—Creosoting Plant.—Mr. Lee, president of the International Contracting & Creosoting Co., of Galveston, Texas, contemplates the removal of his plant to Beaumont; a proposition has been made and accepted and the plant will be moved.

Beeville—Electric-light Plant.—W. G. Schuwirth, of San Antonio, will establish an electric-light plant in Beeville.

Corsicana—Ginning Company.—The Tinkle Ginning Association has been incorporated to conduct a general ginning business, with a capital stock of $6000, by J. D. Derrough, H. S. Cook and A. Butler.

Corsicana—Oil-pumping Plant.—The Co-operative Oil Co., G. W. Hardy, secretary, will install a pumping plant for five or more oil wells.*

Corsicana—Flour and Grist Mill.—The Nevarro County Farmers' Alliance has had subscribed sufficient funds to build a consumers' wheat and grist mill. Address G. A. Stanley.

Crawford—Mercantile Company.—Chartered: The Nichols Mercantile Co., with a capital stock of $35,000, by John B. Nichols, Sam Sanger and Daniel Weil, to conduct a general mercantile business.

Dallas—Candy Factory.—W. D. Garlington, C. L. Moss and R. E. L. Knight have incorporated the Dallas Steam Candy Co., with a capital stock of $40,000, for the manufacture of candy.

Dallas—Ice Factory, etc.—The People's Ice Manufacturing Co. has been chartered by W. H. McGrath, John Frost and Frank Keplinger for the manufacture and sale of ice, light and power. The capital stock is $50,000.

Fort Worth—Coal Mines.—R. F. Arnold, of Young county; B. B., W. A. and W. B. Paddock, J. H. McMillan and D. D. McMillan, Jr., have incorporated the Young County Coal Co., with a capital stock of $100,000, for the development of coal mines in Young county.

Fort Worth—Brick Works.—The Green & Hunter Brick Co. has filed an amendment to its charter increasing capital stock from $100,000 to $200,000.

Fort Worth—Mining.—Incorporated: The Barborigame Mining Co., capital stock $4000, to do a general mining and smelting business and a general merchandise business; directors, L. T. Wilson, Barborigame, State of Chihuahua, Mexico; F. J. James, of Midland, Texas; S. H. Cowan, John Scharbauer and I. H. Burnly, of Fort Worth. Address the last named.

Greenville—Boiler and Engine Works.—The Lone Star Engine and Boiler Works has been incorporated for the manufacture of boilers, engines, etc., by D. J. Byrd, L. N. Byrd and T. E. Byrd. The capital stock is $50,000.

Henderson—Telephone System.—J. T. Wilkinson, of Pittsburg, Texas, will establish a telephone system in Henderson.

High—Cotton Gin and Mill.—A $5000 stock company has been formed for the establishment of a gin and grist mill; names of interested parties will be announced later.

Houston—Packing Company.—The Houston Packing Co. has amended its charter, increasing capital stock from $60,000 to $90,000.

Italy—Water Works.—The Italy Water Co. has completed its well and will now erect standpipe, put in pumps and lay mains, etc.*

New Waverly—Lumber Mills.—The American Lumber Mill Co., capital stock $10,000, has been incorporated for erecting and operating saw mills and planing mills; incorporators, Thomas Aldredge, H. L. Milliken, of New Waverly, and L. Davidson, of Houston.

Oakwood—Cotton Gin and Mill.—J. S. Moore & Co. have purchased the interest of C. E. Turner in gin and mill and will put in all the latest improvements.

Pittsburg—Cotton Mill.—The Board of Trade is negotiating with Eastern parties for the erection of a $60,000 cotton mill at Pittsburg; one-half of the stock to be taken by home capital, much of which has already been subscribed. Address secretary Board of Trade.

Pittsburg.—The Board of Trade has let contract for the sinking of a 1500-foot well to obtain oil, coal gas or water. Address secretary Board of Trade.

Port Arthur—Irrigation Company.—The Port Arthur Rice & Irrigation Co. has been incorporated, with a capital stock of $100,000, for the purpose of constructing, maintaining and operating dams, reservoirs, lakes, wells, canals, etc.; incorporators, E. S. Mosher, J. M. Mason and C. A. Braley, of Kansas City, Mo.; R. A. Greer, of Beaumont, Texas, and F. M. Hammon, of Port Arthur. For information address the last named.

Port Lavaca—Street Improvements.—The city will issue street-improvement bonds at

an early date. For information address the mayor.

Seguin—Water Works, etc.—The Seguin Water & Ice Co., of Guadalupe county, has amended its charter, increasing capital stock to $50,000 from $25,000.

Strawn—Coal Mining.—Incorporated: The Strawn Coal Mining Co., capital stock $100,000, to do a general mining business; incorporators, A. J. Roe, Willard Burton, Paul Waples and George E. Bennett. Address Paul Waples.

Sweetwater—Water Works.—A system of water works will be constructed. Address secretary Board of Trade.

Taylor—Cottonseed-oil Mill.—The Board of Trade is negotiating with the National Cottonseed Oil Co. for the erection of a plant.

Victoria—Machine Shops.—The Gaudalupe Valley Railway will establish its machine shops at Victoria, the citizens having raised a bonus of $15,000 to secure same. For information address J. H. Barrett, Victoria, Texas.

Waxahachie—Oil Mills.—The Waxahachie Oil Co. has purchased the Ellis County Oil Mill and will consolidate, Fort Worth capitalists taking $20,000 of the new consolidated stock. The mills will be improved.

Wharton—Bridge.—Bids will be asked for plans and specifications for a steel bridge to be constructed across the Colorado river at Rocky Crossing, near Wharton. Address the county judge.

Womelsdorf—Oil Mill.—Wayne I. Stump will establish a sassafras-oil mill.*

VIRGINIA.

Berryville—Water Works.—Henry L. Cook, president of the Front Royal Water Works system, has submitted a plan to the town council for the completion of the Berryville water works at an estimated cost of $20,000; the city will probably hold an election to decide same. Address the mayor.

Bristol—Artesian Well.—S. B. Geiger, of Chicago, Ill., has received contract for the sinking of the artesian well at Bristol. Address the mayor.

Howardsville—Toll Bridge.—The Howardsville Toll Bridge Co., recently incorporated by act of legislature, has the following corporators: Alexander F. H. McCulloch, T. M. Logan, J. R. Irving and A. F. Brady. The minimum capital is to be $5000 and the maximum $75,000. The company will construct a bridge to cost about $12,000.

Martinsville—Tobacco Factory.—Sparrow Bros. have commenced the erection of a tobacco factory on High street.

Newport News—Pier.—Permission has been granted George B. West for the construction of a pier on his property along the water front.

Newport News—Dry-dock.—The Newport News Shipbuilding & Dry Dock Co. is about to commence the construction of the proposed dry-dock. The dock will be constructed in two sections, each capable of docking the largest battleship; total length of dock will be 1150 feet, width at bottom eighty feet, width at top 165 feet, all to be of the latest approved design. The plant will cost over $1,000,000, and 1000 men are to be put to work at once to push the dock to completion; C. B. Orcutt, president of company, No. 1 Broadway, New York city.

Ocean View—Land Improvement.—The Ocean View Cottage Co. has been incorporated, with J. W. Spagat, president; John T. White, vice-president, and J. L. Bunting, secretary-treasurer, for the purpose of purchasing and improving real estate; main office will be at Norfolk.

Petersburg—Trunk and Bag Company.—The Virginia Trunk & Bag Co. has been incorporated, with H. L. Plummer, Jr., president; Thomas H. Woody, vice-president, and Charles D. Witherspoon, secretary-treasurer; capital stock to be not less than $10,000 nor more than $25,000.

Portsmouth—Soap Factory.—Henry Wilton, of Philadelphia, Pa., has purchased site in Portsmouth and will install $5000 worth of new machinery for the manufacture of soap.

Richmond—Shoe, etc., Company.—Incorporated: The Old Dominion Shoe Co., for the purpose of dealing in shoes, etc.; Wallace Taylor, president; A. B. Hawkins, vice-president, and S. J. Gilpin, treasurer. The capital stock is to be not less than $5000 nor more than $25,000.

Richmond—Cotton and Woolen Mill.—Rumor says that the C. M. Gross Manufacturing Co., of Troy, N. C., will remove its factory to Richmond, employing 250 hands in the manufacture of cotton, silk and light woolen goods.

Roanoke—Underwear and Overall Factory. A plant for the manufacture of underwear and overalls, and to employ about forty or fifty operatives, will be established in East Roanoke. Names of interested parties will be announced later.

Stuart—Saw Mill, etc.—H. C. Clark will establish a saw mill.*

Suffolk—Rolling Mill.—J. T. Delk, of Ivor, has secured site and will establish a rolling mill in Suffolk.

WEST VIRGINIA.

Blaine—Coal Mines.—Rudolph Beckman has commenced the development of his coal interests near Blaine.

Bluefield—Lumber Mills.—Charter granted to the Georgia Lumber Co., with authorized capital of $500,000; J. M. Stevens and others, incorporators.

Charleston—Waste Refinery.—Chartered: The American De Gras Co., E. D. Luxton, attorney, Wool Exchange, New York; purpose, refining manufacturers' waste.

Charleston—Transportation Company.—Chartered: The Northern Coal & Transportation Co., Hanchett & Hanchett, attorneys, 201 Eddy Building, Saginaw, Mich.

Franklin—Coal Mines.—The Piedmont Mining Co., of Allegany county, Maryland, has been incorporated by William H. Gorman, of Baltimore, Md.; A. P. Gorman, Jr., and Thomas L. Merritt, of Howard county, Maryland; John B. Jenkinson and George T. Gambrill, of Tucker county, West Virginia, with a capital stock of $20,000, for the development of mines at Franklin, near Westernport, Md.

Kanawha Falls—Water-power Development.—Col. Oliver A. Patton, of Charleston, has interested Western capitalists and, it is claimed, has assured the development of the Deepwater water-power property at Kanawha Falls.

Kenova—Flour Mill.—The Kenova Flour Mill Co. will rebuild its burned flour mill.*

Kingwood—Mining Company.—Chartered: The Kingwood Mining Co., H. C. Hyde, attorney.

Martinsburg—Limestone Quarries.—The Standard Lime & Stone Co. has purchased 100 acres of land near Martinsburg for the purpose of extending operations so as to include the limestone deposits on the land.

McDonald—Colliery.—Chartered: The Longacre Colliery Co. Address Samuel Dixon, attorney.

New Cumberland—Clay Manufacturing.—Chartered: The McElfresh Clay Manufacturing Co. Address Oliver S. Marshall.

Parkersburg—Torpedo Factory.—The Virginia Torpedo Co. has been incorporated, $5000 capital, which may be increased to $1,000,000. The company proposes to manufacture nitroglycerine and other high explosives for use in the oil fields. The incorporators are W. W. Van Winkle, of Parkersburg; William O'Brien, of Mannington, and others. Address Mr. O'Brien.

Romney—Telephone System.—Chartered: The Hampshire Telephone Co., John J. Cornwall, attorney.

Sistersville—Glass Factory.—Charles Thistle and Ralph Broadwater are endeavoring to form a company to build and operate a glass factory.

BURNED.

Baltimore, Md.—The tinware factory of Keen & Hagerty; estimated loss $60,000.

Baltimore, Md.—The novelty factory of Frederick Bergner & Co.; estimated loss $30,000.

Canton, La.—The cotton gin and mill of M. S. Cobb, of Cobbville, near Canton; estimated loss $2000.

Decatur, Ala.—The saw and planing mill of Arantz Bros.; estimated loss $50,000.

Emporia, Va.—Neblett & Slagle's mill.

Hobgood, N. C.—Saw mill of W. P. White.

Lake Providence, La.—The Holybrook cotton gin of J. C. & J. G. Pittman.

Louisville, Ky.—Jeans and woolen factory of Falls City Manufacturing Co.; loss $25,000.

Rocky Ridge, Md.—Flour mill of J. S. Biggs; loss $5000.

BUILDING NOTES.

Aiken, S. C.—Residences.—C. S. Wallace, Clarence V. Dinsmore and Howard Vincent will each build residences.

Alexandria, La.—Hotel.—W. W. Atkinson, of Colorado Springs, Col., will prepare plans for the $25,000 hotel to be erected by the Alexandria Hotel Co.

Anniston, Ala.—Church.—The erection of a Catholic church building, with seating capacity for 500, is contemplated, and plans for same are solicited. Address D. A. Brady.

Baltimore, Md.—Church Building.—The Second Baptist congregation will erect a new church building. Address Rev. Mr. Fletcher for information.

Baltimore, Md.—Dwellings.—Wm. F. Parr will erect twenty-four two-story dwellings.

Baltimore, Md.—Disinfecting-house.—Treasury Department, office of supervising architect, Washington, D. C.—Sealed proposals will be received until March 26 for all the labor and materials required for the erection and completion of a disinfecting-house for the United States Marine Hospital Building at Baltimore in accordance with the drawings and specifications, copies of which may be had at this office or the office of the custodian, Baltimore, Md.; James Knox Taylor, supervising architect.

Baltimore, Md.—Dwellings.—Uhler & Sprague have permit to erect thirteen two-story brick dwellings; F. Winter has permit for the erection of a three-story carriage repository and dwelling.

Baltimore, Md.—Dwellings.—Permits granted to Carter & Bolling for twenty two-story brick dwellings; to Wehr, Hobelman & Gottlieb for one three-story office and brick building 32x50 feet.

Bay St. Louis, Miss.—Market-house.—A bill has been introduced in the legislature authorizing an issuance of $40,000 of bonds for the erection of a market-house, electric-light plant and construction of water works. Address the mayor.

Beaumont, Texas—Bank Building.—M. Ricker and C. P. Brotnaber, of Waterloo, Ia., will erect a bank building at Beaumont.

Bennettsville, S. C.—Store Buildings.—Jas. Coxe will erect three brick store buildings; contract let to Silas Bounds, of Florence. Col. C. S. McCall will build two brick stores.

Biltmore, N. C.—School.—The Biltmore Estate (George W. Vanderbilt, proprietor,) contemplates the erection of a schoolhouse, plans for which have not yet been approved. Charles McNamee, manager, can be addressed.

Cambridge, Md.—Business Building.—W. Lee Dixon will erect a business building.

Cedartown, Ga.—Dwellings.—The Piedmont Slate Co. has let contracts for the erection of twelve tenement-houses near Cedartown. Address the company, care of W. M. Kelley & Co.

Cedartown, Ga.—The East & West Railroad Co. will erect a depot. Address B. F. Lowther, superintendent motive power.

Charlotte, N. C.—Church.—Plans submitted by Hayden & Wheeler, of Atlanta, Ga., have been accepted for the proposed $20,000 church building to be erected by Trinity congregation.

Crawfordsville, Ga.—Bank Building.—Jno. F. Holden is erecting a bank building, also a two-story brick building with iron front.

Crowley, La.—Buildings.—A. Kaplan will erect a two-story building; J. Frankel will erect a store building; Thomas J. Toler will erect a building; P. J. Chappuis will erect a $3000 residence.

Cumberland, Md.—Building.—J. H. Holzshu will let contract for the erection of a three-story brick building for Mrs. Mary A. Harrison, of Baltimore; plans and specifications have been drawn by Frank H. Calloway, of Baltimore.

Dallas, Texas.—The Standard Light & Power Co. has received permit for remodeling brick building No. 358 Pacific avenue at a cost of $5000.

Dallas, Texas—Office Building.—The Southwestern Telegraph & Telephone Co. will erect a building 95x95 feet, two stories high, with every modern convenience, telephone departments, etc.

Denison, Texas—Church.—The erection of a church building is talked of. Address Rev. J. A. Stafford.

Easton, Md.—Courthouse.—The Talbot county courthouse will be reconstructed, probably after plans by Henry Brauns, of Baltimore. Address "County Commissioners."

Easton, Md.—Courthouse.—The bill authorizing the issuance of $10,000 of bonds for remodeling the Talbot county courthouse has been passed and signed. Address county clerk.

Elizabethtown, Ky.—Hotel.—E. Graham and R. J. Finn are negotiating for site on which to erect a modern hotel.

Ellijay, Ga.—School Building.—The city has issued bonds for the erection of a school building. Address the mayor.

Ellijay, Ga.—Hotel.—D. M. Hyatt is erecting a fifty-room hotel.

Ensley, Ala.—Dwellings.—Frank Holt will erect 100 brick dwellings.

Gainesville, Ga.—Opera-house.—E. E. Kimbrough, C. S. Webb, M. N. Ham and M. C. Brown are organizing a company for the erection of a $10,000 opera-house, to be three stories, 65x100 feet.

Greensboro, N. C.—Church.—A church building will be erected. Address Rev. J. D. Miller.

Greensboro, N. C.—Residences.—H. J. Elam, Samuel Hanner, James Buchannan, J. C. Murchison and M. C. Workman will each erect new residences; Messrs. McAdoo Bros. will erect three new dwellings.

Greenville, Miss.—Depot, etc.—The Yazoo & Mississippi Valley Railroad Co. has had estimates made for extensive improvements in the yards and freight depot and will erect a new passenger depot. Address J. J. Steadham, superintendent of buildings, Harriston, Miss.

Helena, Tenn.—Residences.—M. E. West is having plans prepared for a residence, as is also Louis Andrews.

Hinton, W. Va.—Courthouse.—Frank P. Milburn, of Charlotte, N. C., has prepared plans for remodeling the Hinton (W. Va.) courthouse, work on which will be commenced as soon as specifications are drawn and bids secured; estimated cost of improvement $6000.

Indianola, Miss.—Courthouse.—The board of supervisors of Sunflower county want sealed proposals for building a courthouse in Indianola after plans and specifications on file; bids to be received until April 4, 1898.

Jefferson City, Mo.—School.—The "School Board" will submit a proposition for the issuance of $40,000 of bonds for the erection of a new school building. Address the mayor.

Kansas City, Mo.—Office and Warehouse.—The Wells-Fargo Express Co. will erect an office and warehouse; building of iron in imitation of stone, and cost $4000.

Kansas City, Mo.—Dwellings.—Incorporated: The Hyde Park Improvement Co., capital stock $30,000, by Thomas H. Mastin, Jr., L. S. Mahr, Frank Haggerman, E. R. Crutcher, J. B. Welsh, John E. Ward, Dick Dunlap and F. M. Howe, to build twenty houses, to range in price from $5000 to $8000.

Kansas City, Mo.—Office Building.—Bernard Corrigan will erect an office building 150x117 feet, six stories high, fireproof, and cost probably $300,000.

Lancaster, Texas—School.—Incorporated: The Lancaster School Association, with a capital stock of $15,000, by F. M. Hammond, F. M. White and R. P. Henry, to establish and maintain an educational institution.

Lexington, Ky.—Courthouse.—Clarke & Howard have received contract at $134,100 for the erection of the new courthouse.

Lexington, Ky.—Hospital.—The State will appropriate $30,000 to be used for erection of hospital building, sewers, plumbing and electric-light plant for the State Insane Asylum. Address Dr. Wylie, superintendent.

Mobile, Ala.—Theater.—The erection of a theater is talked of; Capt. P. F. Alba can probably give information.

Montgomery, Ala.—Freight Depots.—The Western Railway of Alabama and the Central of Georgia Railway will jointly erect freight depots and make other improvements to their property in Montgomery at a cost of $150,000; plans are now being prepared for the new buildings, work on which will be commenced as soon as arrangements can be made. Address George C. Smith, president Western Railway of Alabama, Atlanta, Ga., for information.

Newport News, Va.—School Building.—P. T. Mayre will prepare plans for a three-story brick school building. Address the mayor.

Norfolk, Va.—Dwellings.—J. S. Long has contract for the erection of a dwelling for Mr. Williams; Edward L. Old will erect a two-story frame dwelling; Geo. A. Graham will erect a two-story frame dwelling in the Atlantic City ward.

Opelousas, La.—Hall.—The Opelousas Hook & Ladder Co. No. 1 will erect a hall.

Poplar Bluff, Mo.—Building.—Jesse Reynolds is considering bids for the remodeling of the building now occupied by the New York Store grocery department; the improvements include an iron front and the building of a second story, to be used for offices; new building to have all modern conveniences.

Raleigh, N. C.—Auditorium.—Elliott Bros., of Hickory, N. C., have received contract at $21,400 for the erection of the auditorium for the Blind Institution, which will be four stories, 65x113 feet, with seating

capacity for 1000 people. Frank P. Milburn, of Charlotte, N. C., prepared the plans.

San Antonio, Texas—Hotel.—Chartered: The Menger Hotel Co., by Herman D. All and others, for the erection and operation of a hotel; capital stock $250,000.

Schulenburg, Texas—City Hall.—Contract for erection of city hall awarded to J. L. Gregory.

Shreveport, La.—Office Building, etc.—Cooper Bros. will erect a four-story building for store, office and hall purposes.

South Pittsburg, Tenn.—School Building.—R. R. Patton has secured contract for the erection of a $3272 school building. Address the mayor.

St. Louis, Mo.—Dwellings.—Permits have been issued to W. M. Schwenk for two-story dwelling, cost $3000; to Benjamin Suppan for three-story store and dwelling, cost $4000; to F. W. Brueggemann for two-story dwelling, cost $7000; to A. A. Fisher for two and one-half-story dwelling, cost $4000; to Dr. J. D. Grant for two-story dwelling, cost $3500; to Louis Tobin for two-story dwelling, cost $3900; to William Hambley for two-story dwelling, cost $24,000; to Concordia Investment Co. for three two-story dwellings, cost $15,000; to Dunn Bros. for two-story dwelling, cost $3000; to William Hambley for two-story dwelling, cost $4500; to E. Hake for two-story dwelling, cost $3900; to Charles Schmid for two-story store and dwelling, cost $9000; to Fred Wiese for three one-story dwellings, cost $3000; to J. E. Joy for two-story store and dwelling, cost $8000; to Charles Clark & Son for two-story flat, cost $3500; to Pauline Ludewig for two-story dwelling, cost $3000; to Steffen Cady for two-story dwelling, cost $3000; to Mrs. John Erdel for three-story dwelling, cost $3000; to William Richardson for two-story dwelling, cost $3000.

Tampa, Fla.—Dwellings.—Jose Arango and Jose Villamil will erect thirty-seven dwelling houses.

Thomaston, Ga.—Auditorium.—The city will hold an election June 16 to determine the issuance of $10,000 of bonds for the erection of an auditorium. Address James R. Atwater, mayor.

Upper Marlboro, Md.—Church.—W. Campbell, of Washington, D. C., will prepare plans and specifications for a $10,000 Roman Catholic church to be built. Address Rev. Charles Trinkhaus.

Washington, D. C.—Dwellings.—Henry Simpson has prepared plans for two dwellings for Zack M. Knott & Co., each to be 60x20 feet, with eleven rooms, bath, floors and walls tiled, furnace, modern electrical appliances, etc., and cost $16,000; W. W. Sonder is the contractor. James G. Hill has completed plans and contract has been let to W. L. Turner for the erection of eight houses for the Sanitary Improvement Co.; each house to be 17½x60 feet, two stories high, story containing four rooms and a bath. The Cleveland Park Co. will erect a stone, stucco and frame dwelling, to be two stories, 60x50 feet. Elizabeth O. Callaghan will erect a two-story dwelling.

Wrightsville, N. C.—Cottage.—W. F. Junge and P. H. Beck, of Southern Pines, Md., will erect a cottage at Wrightsville Beach.

RAILROAD CONSTRUCTION.

Railways.

Alberene, Va.—It is reported that the company building the railroad line from Alberene to Warren will complete it in a few weeks. The road will be about twelve miles long and form a connection with the Chesapeake & Ohio system. R. E. Shaw, at Alberene, is chief engineer.

Atlanta, Ga.—It is reported that Chattahoochee Street Railway Co. may extend its line to Marietta, Ga. C. J. Simmons is president of the company.

Bainbridge, Ga.—It is reported that J. T. Williams & Co., who have recently completed the Georgia Pine Railroad from Bainbridge to Arlington, Ga., propose extending it from Bainbridge to Tallahassee, Fla., a distance of about forty miles.

Bel Air, Md.—The Maryland Electric Railroad Co. is endeavoring to secure a charter to build a railroad between Baltimore and Bel Air.

Bellington, W. Va.—It is stated that Bellmyer Bros. will construct a narrow-gauge road about eight miles long into timber lands which they own. The line will be a feeder of the Baltimore & Ohio system.

Center, Texas.—It is reported that the Center & Tenaha Railroad, under construction between the towns mentioned, is about half completed. It is eleven miles long. A. R. Chandler is president of the company.

Charleston, W. Va.—It is reported that the project of building a railroad from Marietta, O., into West Virginia, including a bridge across the Ohio river, has been revived. Several Ohio capitalists are stated to be interested in the plan.

Charleston, W. Va.—It is reported that the proposed extension of the Pittsburg, Virginia & Charleston Railroad Co. into West Virginia has been revived, and it is projected to build twelve miles of the line at once. It has been surveyed to Morganton, W. Va. Saml. Rea, at Philadelphia, is president of the line, which is a part of the Pennsylvania system.

Chattanooga, Tenn.—It is announced that S. W. Divine and associates have secured control of the Chattanooga Belt Railroad and that it will be extended to Chickamauga Park. The other officers of the company are George W. Davenport, vice-president, and W. B. Royster, secretary and treasurer. The line will be operated by electric motors.

Cheraw, S. C.—The project of building the Cheraw & Lancaster Railroad has been revived and work may be commenced during the present year. The line is proposed from Cheraw to the Lancaster county boundary, a distance of thirty-five miles. Allen McFarlan is among those interested in the project.

Clarksdale, Miss.—It is reported that E. E. Busby, of Chicago, Ill., and N. T. Averill, of Cedar Rapids, Ia., are interested in a company which intends constructing a railroad to a connection with the Yazoo & Mississippi Valley Railroad (Illinois Central) at Clarksdale.

Concord, N. C.—The Moore County & Western Railroad Co. is now constructing its line, and it is reported that the road may eventually be completed from Aberdeen to Charlotte. Jno. C. Wadsworth, of Concord, N. C., is one of the principal promoters of the enterprise.

Cumberland, Md.—It is reported that the Pen-Mar Coal Co. has let a contract for constructing a line four miles long from its mines to the Baltimore & Ohio system to Stewart & Keenan, of Westminster, Md.

Demopolis, Ala.—It is reported that five miles of the Demopolis & Pensacola Railroad have been graded and that tracklaying is to begin in the near future. W. E. Rutledge, of Demopolis, is one of the principal promoters of the road.

Donaldsonville, La.—The Mississippi & La Fourche Railroad Co. has elected J. T. Kock, U. B. Dugas, E. B. LaPice, R. W. Edwards and R. McCulloh as directors. Five miles of this line have been completed, and it is expected to resume operations, completing the road to Napoleonville within the year. R. W. Edwards, at Donaldsonville, is general manager of the company.

Eagle Lake, Texas.—W. T. Eldridge, Thomas Boulden and others have formed the Cane Belt Railroad Co. to build a line between Eagle Lake, in Colorado county, and Bonus, in Wharton county, a distance of fifteen miles.

El Reno, Okla.—Francis I. Gowen, president of the Choctaw, Oklahoma & Gulf Railroad Co., informs the Manufacturers' Record that the company has contracted for extensions aggregating thirty-two miles; twenty-five miles will be built west of its western terminus and six and one-half miles east of Wister terminus, the latter connecting it with the Kansas City, Pittsburg & Gulf; rails and other material have been purchased. Mr. Gowen's address is 420 Walnut street, Philadelphia.

Eureka Springs, Ark.—A company is being formed to promote an electric railroad line in the northern part of the State, between Eureka Springs and Berryville, a distance of ten miles. Among those interested are D. F. Putnam and R. G. Floyd, of Eureka Springs.

Fort Worth, Texas.—It is reported that the Fort Worth & Northwestern Railroad is being surveyed, and it is proposed to construct between 110 and 120 miles at an early date. The line will reach the coal deposits in Coal county, Texas. B. B. Paddock, at Fort Worth, is president.

Galveston, Texas.—The Galveston East End Wharf & Terminal Co. has been incorporated in Texas to build about ten miles of terminal railway line, also to construct wharves, etc. Among those interested are S. G. Selkirk, M. D. Henderson, of Galveston, and J. E. Newton, of Sour Lake, Texas. The capital is $500,000.

Greenville, S. C.—It is reported that the Carolina Central Railroad Co., recently incorporated, proposes to build a railroad from Augusta, Ga., to Greenville by the way of Newberry, S. C.

Hagerstown, Md.—The branch of the Western Maryland Railroad between Hagerstown and Altenwald, Pa., is to be called the Hagerstown State Line Railroad. A company under this title has been incorporated, with President John M. Hood, of the Western Maryland Railroad, as one of the directors.

Hampton, Va.—The Newport News, Hampton & Old Point Railroad Co. is rebuilding a portion of its line. J. Darling, at Hampton, is manager of the company.

Jacksboro, Texas.—A contract has been let for grading ten miles of the line between Bridgeport and Jacksboro to John B. Hughes. It is stated that the road, which is to be twenty miles long, is to be built by the Chicago, Rock Island & Texas Co. R. R. Cable, at Chicago, is president of the Rock Island.

Minden, La.—President F. H. Drake, of the Arkansas, Louisiana & Southern Railroad, advises the Manufacturers' Record that the total length of the line between Minden and Stamps is about seventy miles. Construction work has already begun on the extension and 60-pound rails will be used. The Bodcaw Lumber Co., of Stamps, is also interested in the plans.

Montgomery, Ala.—It is reported that the Montgomery & Tuscaloosa division of the Mobile & Ohio will be completed by May 1. At present about thirty-five miles remain to be laid with rails. The Hanover Construction Co., at Montgomery, is general contractor for the work.

Moorhead, Miss.—Chester S. Pond, vice-president of the Yazoo Delta Railroad Co., writes the Manufacturers' Record that the extensions now in progress will be completed by July 1. They aggregate thirty-six miles.

Natchez, Miss.—W. H. Hardy has been elected president and W. W. Hungerford chief engineer of the Natchez & Gulf Railroad Co., which proposes to build to a connection of the Gulf & Ship Island Railroad at Hattiesburg, Miss.

Portsmouth, Va.—It is stated that the Portsmouth Electric Railroad Co. is making arrangements to secure right of way to Churchland, Gilmerton and Pig Point. The extension will aggregate about twenty-five miles of line. M. W. Mason is manager of the company.

Princess Anne, Md.—The Princess Anne & Deal's Island Railroad Co. has been formed, with $40,000 capital, to construct an electric line between the towns mentioned, a distance of twenty miles. Among those interested are Thomas H. Brock, Wilmer O. Lankford, S. Frank Dashiell, Chas. W. Hayman and H. Fillmore Lankford, of Princess Anne.

Savannah, Ga.—It is reported that the Central of Georgia Railroad Co. is preparing to complete the unfinished Macon & Atlantic Railroad from Meldrim, giving it another line to Macon, Ga. John M. Egan, at Savannah, is vice-president of the Central Company.

Shelbyville, Ky.—It is reported that the Shelbyville & Bloomfield Railroad is to be extended north to Newcastle and south to Bardstown, Ky., during the present year. This line, it is stated, is part of the Southern Railway system. Frank S. Gannon, at Washington, D. C., is manager.

Shreveport, La.—It is reported that the Shreveport & Red River Valley road has been graded a distance of twenty-five miles from Shreveport and track laid for a distance of twenty miles. The length of the line to Coushatta, La., is forty-five miles, and it is calculated to have this section in operation by June 1. G. W. Fouke, at Texarkana, Texas, is vice-president of the company.

Sour Lake, Texas.—It is reported that a company has been formed to build a line from Sour Lake to Beaumont, Texas, a distance of about twelve miles, with J. E. Newton, of Sour Lake, as general manager.

Starke's Landing, Texas.—It is reported that the lumber firm of Elliston, Downs & Trotti have purchased rails and equipment for a lumber line six miles long, to be built through pine lands near the Sabine river.

Sweetwater, Texas.—The Colorado Valley Railroad Co., it is reported, has so far let grading contracts covering twenty-five miles. It is calculated to lay track this distance by April 1. Steel rails are now being received, also rolling stock. The company has elected the following officers: C. B. Holmes, president; H. Irving Wheatcroft, general manager; D. S. Arnold, secretary, and George F. Moore, chief engineer.

Texas City, Texas.—The Nebraska, Kansas & Gulf Railroad Co. is being formed to complete a system from Niobrara, Neb., to the Gulf of Mexico at Texas City, which is opposite Galveston. The distance is about 1000 miles.

Valdosta, Ga.—It is reported that the Atlantic, Valdosta & Western Railroad Co. has closed a contract with the citizens of Valdosta to extend its line to that place. The J. S. Baxter Lumber Co., at Haylow, Ga., is interested in the road.

Waycross, Ga.—Relative to the extension of the Waycross Air Line Railroad to Douglas, Ga., twelve miles, a correspondent of the Manufacturers' Record writes that the work is to begin at once, the extension to be completed as soon as possible. The principal owners are J. S. Bailey & Co., of McDonald's Mill, and L. Johnson, of Waycross.

Street Railways.

Baltimore, Md.—It is stated that the Consolidated Street Railway Co. is preparing to extend its Wilkens avenue line to connect with its Catonsville line in the suburbs. Nelson Perin is president of the company.

Beaumont, Texas.—L. P. Featherstone, of Galveston, and others have secured a franchise for the proposed street railroad to be built in Beaumont. Three miles of the line are to be completed by June 15, 1899.

Petersburg, Va.—The new owners of the Petersburg Street Railway, it is stated, will rebuild the line. Mr. W. P. McRae, at Petersburg, is secretary of the company; Lloyd Nash, of Westport, Conn., vice-president, and Edward C. White, of New York, president.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting.—P. Goforth, Bethany, S. C., wants belts for saw and planing machinery.

Boiler.—The Gilmer Gold Mine, Caledonia, Va., wants second-hand boiler, fifteen to twenty horse-power. State lowest cash price f. o. b. Boiler on wheels or skids preferred.

Bottles.—Southern Pickle Works, Bessemer, Ala., wants addresses of manufacturers of glass bottles.

Brick Machinery.—R. E. Thomas, Cumberland City, Tenn., wants to purchase a second-hand wheel to work the clay for the manufacture of brick.

Brick Paving.—City of Newport, Ky., will open proposals March 16 for street improvements by brick, concreting and curbing. Blank forms furnished by W. L. Glazier, city engineer.

Bridge.—Plans and specifications for proposed viaduct to be built at Atlanta, Ga., by the Central and Southern railroad companies and the city have been accepted. Bids for the steel and masonry work will be opened on April 4. Address J. M. Clayton, city engineer.

Building Materials.—D. A. Brady, Anniston, Ala., wants prices on building materials for erection of church building.

Canning Machinery.—G. W. Lickie, Buena Vista, Va., wants names and addresses of manufacturers of canners' supplies and machinery.

Chair Supplies.—Greensboro Novelty Manufacturing Co., Greensboro, N. C., wants addresses of makers of stool and office-chair irons.

Cider Press.—H. F. Manning, Mount St. Mary's, Md., is in the market for a hydraulic cider press.

Corn and Feed Mill.—The Kenova Flour Mill Co., Kenova, W. Va., wants a corn and feed mill.

Cotton Gin.—P. Goforth, Bethany, S. C., will want cotton gin.

Cotton-mill Machinery.—C. S. Russell, Fayetteville, N. C., is in the market for a good second-hand milling machine, with gear-cutting attachment, suitable for cotton-mill work.

Distillery.—S. M. Puckett, Opelika, Ala.,

wants prices on steam distillery, tanks, mash tubs, etc., complete.

Electric-light Plant.—The Fayetteville Cotton Oil & Fertilizer Co., Fayetteville, N. C., wants a good second-hand 25-light incandescent plant and one 75-light plant.

Elevator.—Stokes-Evans Hardware Co., Macon, Miss., wish to buy a new or second-hand elevator.

Engine.—Ennis Oil & Manufacturing Co., Ennis, Texas, will probably be in the market shortly for 100 to 125-horse-power engine.

Fire Equipment.—The city of Chester, S. C., wants to purchase two or four hand hose carts, capacity 450 to 500 feet hose, and expects to buy 500 or 1000 feet. Address the mayor.

Flour Mill.—Jasper Long, Barrs Landing, S. C., wants a second-hand roller flour mill.

Gasoline Engine.—James Delbridge, Notasulga, Ala., wants prices f. o. b. Notasulga on one gasoline engine from two to four horse-power.

Grinding Mill.—J. P. Thorp, Rockport, Mo., wants addresses of makers of cheap hand mills for grinding or crushing drugs to a fine powder.

Hardware Manufacturing.—E. J. Jenkins, president and general manager of the Jenkins Cutlery Co., Orangeburg, S. C., desires to correspond with hardware manufacturers relative to contracting for the manufacture of an axe.

Hoisting Machinery.—The Gilmer Gold Mine, Caledonia, Va., wants second-hand hoist to raise ore from shaft.

Hose.—The city of Chester, S. C., will want to buy 500 or 1000 feet hose. Address the mayor.

Hydraulic Machinery.—A. J. Merrill, Box 221, Atlanta, Ga., is in the market for two 30-ton hydraulic jacks.

Ice Machinery.—L. S. Carrington, Lumberton, N. C., wants to correspond with manufacturers of ice machinery.

Knitting Machinery.—Bruck Bros., Austin, Texas, are in the market for knitting machines for small plant.

Machine Tools.—See "Cotton-mill Machinery."

Machine Tools.—Wendell Ruof, Knoxville, Tenn., wants a good second-hand engine-valve-seating milling machine.

Machine Tools.—Southern Iron & Steel Works, Birmingham, Ala., is in the market for a good second-hand punch and shear.

Machine Tools.—A. J. Merrill, Box 221, Atlanta, Ga., is in the market for two 30-ton hydraulic jacks, a bolt machine and a lathe, 70-inch swing; either new or second-hand.

Mattress Machinery.—W. W. Worth, Fayetteville, N. C., wants names and addresses of manufacturers of machinery for making and stuffing mattresses.

Metal Work.—Office United States light-house engineer, Fifth district, Baltimore, Md.—Proposals will be received until March 31 for furnishing the materials and labor of all kinds for the completion and delivery of the metal work of the Wade Point light-house, North Carolina. Plans, specifications, forms of proposal and other information may be obtained on application to this office. Right is reserved to reject any or all bids; W. A. Jones, lieutenant-colonel of engineers, United States Army.

Mining Equipment.—Paducah Coal & Mining Co., Isaac Reese, secretary, 118 North Third street, Paducah, Ky., is in the market for hoisting and haulage machinery.

Oil Mill.—Wayne I. Stump, Womelsdorf, Texas, wants to purchase a sassafras-oil mill.

Piping.—Italy Water Co., Leon Levy, secretary, Italy, Texas, will be in the market for piping.

Piping.—S. M. Puckett, Opelika, Ala., wants prices on one and one-half miles black and galvanized iron pipe f. o. b. Opelika; size two inches down to one-half inch.

Printing Presses and Electrotyping Machinery.—Office Public Printer, Washington, D. C.—Sealed proposals will be received until March 24 for furnishing printing presses, binding and electrotyping machinery, etc., for use of Government Printing Office. Right to reject any and all bids reserved. Detailed schedules of machinery, etc., required, accompanied by blank proposals, and giving the regulations with which bidders must comply, may be obtained by addressing this office; F. W. Palmer, public printer.

Pulverizing Machinery.—See "Grinding Mill."

Pump.—James Delbridge, Notasulga, Ala., wants prices f. o. b. Notasulga on one power force pump, rotary or plunger type, with not less than 500 nor more than 1500 gallons capacity hourly; will have to force the water through one mile of pipe and elevate water 150 feet above pump.

Pumping Plant.—The Co-operative Oil Co., G. W. Hardy, secretary, Corsicana, Texas, wants estimates on pumping plants for oil wells.

Pumps.—Italy Water Co., Leon Levy, secretary, Italy, Texas, will be in the market for pumps.

Railway Supplies.—Dora Foundry, Car Wheel & Machine Co., Pulaski, Va., wants a second-hand locomotive, standard gauge, light weight, for mine purposes, No. 1 condition; also a second-hand locomotive, three-foot eight-inch gauge, light weight, seven or nine tons, for mine purposes; must be in No. 1 condition.

Reservoir.—The town of Bedford, Pa., has voted to increase its indebtedness $16,500 to build reservoir. For plans and specifications address Daniel Horn, attorney. For information on bonds address J. L. McLaughlin, chairman finance committee, Bedford, Pa.

Saturating Plant.—Kracker & Flanders, New Orleans, La., are in the market for a saturating plant for saturating tarred felt for roofing purposes.

Saw-mill Machinery, etc.—P. Goforth, Bethany, S. C., will buy outfit for saw and planing mills, etc.

Steamboat.—R. E. Sharp, Monticello, Miss., wants to buy a light-draft stern-wheel steamboat for low water eighty feet long, to carry fifty to seventy-five tons of freight; also wants price on 20-horse-power boiler and two eight-horse-power engines for stern-wheel boat.

Telephone Equipment.—Mutual Telephone Co., M. A. Gates, president, Ronceverte, W. Va., wants bids on thirty instruments and switchboard.

Traction Engines.—H. F. Manning, Mount St. Mary's, Md., is in the market for two second-hand traction engines.

Water Supply.—Bids will be opened March 10 for furnishing the city of Rock Hill, S. C., with water from artesian or deep wells. Full particulars can be obtained by addressing chairman water-works committee, Rock Hill, S. C.

Water Works.—S. W. Puckett, Opelika, Ala., wants the cheapest and most effectual device for automatic operation, to convey water one and one-half miles 100 feet above spring; one-fifth of spring supply delivered will be sufficient; can raise the water at spring six feet.

Water-works Equipment.—Italy Water Co., Leon Levy, secretary, Italy, Texas, will be in the market for water mains, standpipe, pumps, etc.

Wire-work Gates, Posts, etc.—J. C. Steele & Sons, Statesville, N. C., want a good quantity and quality of iron fence gates, posts, etc.; also heavy wire fencing, wire gates, etc.; want prices with discount to dealers.

Woodworking Machinery.—H. C. Clark, Stuart, Va., wants a good second-hand saw mill, planer and matcher.

Woodworking Machinery.—Thomas H. Perkins, Brookhaven, Miss., wants machinery for manufacturing furniture and coffins.

Woodworking Machinery.—W. W. Sutton or Clifton Rankin, Box 219, Fayetteville, N. C., want prices on machinery for making crates.

Woodworking Machinery.—L. G. Kregel, 4213 West Belle Place, St. Louis, Mo., will soon contract for machinery for casket factory.

Woodworking Machinery.—The Fitzgerald Lumber Co., Fitzgerald, Ga., wants prices, etc., on saw-mill machinery. Address D. W. Paulk, secretary.

Woodworking Machinery.—Southern Iron & Steel Works, Birmingham, Ala., is in the market for a good second-hand wooden lathe, band saw and punch and shear.

Woodworking Machinery.—Brookhaven Manufacturing & Improvement Co., F. F. Becker, secretary-treasurer, Brookhaven, Miss., wants catalogues on machinery for manufacturing furniture.

Woodworking Machinery.—Telephone Manufacturing Co., Sumter, S. C., is in the market for small panel planer and small band-saw mill for sawing hardwoods; second-hand machines preferred.

Woodworking Machinery.—A. M. Stevens Lumber Co., Dyersburg, Tenn., will need one double blower about No. 32, one automatic knife grinder, one emery stand for two wheels, one three-saw planing-mill gang edger, one self-feed rip saw, one strain gig-saw machine, one small band saw, one 10-inch molder, one circular panel re-saw machine, one swing cut-off saw and one dust collector for shaving vault; also wants lowest cash discounts on shafting and pulleys; will need about eighty-five feet three-inch shafting; second-hand machinery in good condition will be considered.

TRADE NOTES.

Oil Mill.—A 25-ton cottonseed-oil mill, well located in South Carolina, is offered for sale by the owner. Mr. Edwin Lehman Johnson, of Fort Hill, S. C., can give information.

Saw Mill for Liberia.—The Chambersburg Engineering Co., of Chambersburg, Pa., receives orders from all parts of the world, its latest production being a complete saw mill to be shipped to Liberia for cutting African hardwoods.

Belting.—It is announced that the Chicago Belting Co. is doing 75 per cent. more business than a year ago, and has just completed a 72-inch three-ply belt for a Chicago planing mill and has filed some good foreign orders lately.

Self-draining Hose Reel.—Beautiful lawns easily made and cheaply maintained is the desideratum of suburban and country dwellers. In order to assist in obtaining such lawns the Hartzell Novelty Works, of Alliance, O., offers the self-draining hose reel. Circular on application.

Ball Engines.—Ball engines, as made by the Ball Engine Co., of Erie, Pa., have recently been installed in the Armour elevators at Chicago, the Eden Musee in Chicago and the gas and electric-light plant at Bristol, Tenn. In this latter plant a 200-horse-power cross-compound condensing engine was placed.

European Orders.—Orders have been received from the largest steel works in Germany (Gewerkschaft Deutscher Kaiser, at Bruckhausen,) for fourteen machines by the Davis & Egan Machine Tool Co., of Cincinnati, O. Orders have also been received by the Davis & Egan Company from the Internationale Bohr-Gesellschaft, at Strasburg, for twelve lathes and ten drill presses.

Correspondence Schools' Car.—The management of the International Correspondence Schools of Scranton, Pa., has just inaugurated a new departure in order to call the attention of the public to their work in educating the people. This innovation consists of a handsome railroad car, which will be sent on a tour through the principal cities of the country in order to acquaint the public more thoroughly with the work of the schools. Mr. R. J. Foster, president of the schools, will accompany the car on its initial trip, and his assistant will be Mr. John G. Forsyth, who will have charge of six representatives.

A Belt Dressing.—It is the slipping heel that wears the hole in the stocking, and it is the slipping belt that wears the leather. Belts that slip not only do not drive properly, but they wear out rapidly. A belt that is too tight is overstrained, and will also wear out rapidly. A thoroughly reliable belt dressing is therefore a necessity in every well-regulated factory, and a dressing of world-wide reputation is Dixon's belt dressing and leather preservative. As long as 1878 it was used on the big driving belt at the Paris Exposition, when every other means had failed to make the belt take hold of the pulley that was to start the thousands of feet of shafting and hundreds of machines. Those who use Dixon's belt dressing claim that it prevents slipping and thoroughly preserves the life and elasticity of the belt. It is made only by the Joseph Dixon Crucible Co., Jersey City, N. J.

TRADE LITERATURE.

Lavatory Fittings.—A catalogue of bath-room and lavatory fittings manufactured by the Ludlow-Saylor Wire Co., of St. Louis, Mo., is now being distributed to those interested, copies being obtainable on application.

Gearing and Pulleys.—The use of gearing and pulleys enters very extensively into the use of machinery in plants of all kinds. In the catalogue issued by the Christiana Machine Co., of Christiana, Pa., furnished on application, will be found a complete list of gears, comprising the company's present patterns, which are all comparatively new; they are of the latest designs, well proportioned and true, and the list is constantly being increased. Mortise or skeleton gears, with wood cogs, constitute a large part of the company's output. The Christiana Machine Co.'s product also includes shafting, pulleys, hangers, turbine water-wheels and general mill machinery.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., March 17.

The movement in phosphate rock is fairly active and there has been more inquiry during the past week. As with other fertilizer ingredients, business continues steady, with a fair current demand from manufacturers. The movement in mining sections of the South continues uninterrupted, and shipments from points of production show considerable increase over the month of February. The market in South Carolina for phosphate rock is very steady, with a fair domestic demand and some foreign inquiry. Prices for crude rock at the mines are quoted at $3 per ton; hot-air dried $3.25 f. o. b. vessel in Ashley river, and $3.45 f. o. b. Charleston city. At the Florida ports shipments for the present month are showing up better, and from Fernandina alone it is estimated that over 25,000 tons will be shipped. In the Tennessee mines there is a decided improvement, and shipments from the Mount Pleasant field have averaged fifty cars of phosphate rock a day during the past thirty days. In New York the freight market is fairly active, but business in said tonnage is limited in volume. Steamers for grain are in demand, but for phosphate business are slow. The following charters were reported in New York last week: Schooner Madeline Cooney, 695 tons, from Charlotte Harbor to Baltimore with phosphate rock at $1.80, option Alexandria at $1.90; a schooner, 663 tons, from Tampa to Baltimore with phosphate rock at $1.80, and schooners E. A. Gaskill and Lizzie Carr from Cartaret to Norfolk with fertilizer at 65 cents. A British steamer was taken to load at Fernandina for Stettin with phosphate rock at 17s. 6d., April-May.

Fertilizer Ingredients.

A fairly active demand has ruled throughout the general market for ammoniates and there is a fair volume of trade through the usual channels. Stocks in the West are very light, with the exception of blood, and even in that line the stock is not excessive. There has been a good volume of business with Eastern buyers during the week, with sales at outside figures. The demand from Southern sources is light.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 60	@	——
Nitrate of soda	1 75	@	1 80
Blood	1 72½	@	——
Hoof meal	1 65	@	——
Azotine (beef)	1 77½	@	——
Azotine (pork)	1 77½	@	——
Tankage (concentrated)	1 65	@	——
Tankage (9 and 20)	1 67½	and	10
Tankage (7 and 30)	15 00	@	15 50
Fish (dry)	20 00	@	——
Fish (acid)	12 00	@	——

Phosphate and Fertilizer Notes.

The Virginia-Carolina Chemical Co., of Richmond, Va., is building at Wilmington, Del., a steamer of 3000 tons capacity to be used in transporting phosphate rock and fertilizer material between its various factories.

On the 12th inst. sixty-eight carloads of phosphate rock were shipped from Mt. Pleasant, Tenn., by the different mining companies to points east, west and north. The average shipments per day for the last thirty days have been fifty cars of rock.

The following steamers cleared last week from Savannah, Ga., with Florida phosphate rock among their cargoes: Bark Homewood for Genoa with 304 tons; steamship Glenmorven for Stettin with 2000 tons, and steamship Hindostan for Hamburg with 1819½ tons.

The steamship Tergeste, which ar-

rived last week at Pensacola, received quick dispatch, loading with 1023 long tons of phosphate rock for Venice. The shipments of Tennessee phosphate from Pensacola are expected to be quite large during April and May, as some large sales, it is stated, have been recently made in Europe.

The shipments of phosphate rock from the port of Charleston, S. C., last week to domestic ports were as follows: Schooner Mary Lee Patton for Baltimore with 850 tons, and schooner Young Brothers for Weymouth, Mass., with 1200 tons. The total shipments to domestic ports since September 1, 1897, amount to 49,687 tons, against 52,040 tons in 1896-97.

A rock quarry was recently opened in Houston county, Georgia, and large shipments have been made to Macon for street paving. Those at the head of the enterprise have, while operating, discovered many fossil deposits, and it is believed that valuable deposits of phosphate exist in the surrounding territory. The indications are favorable for the development of a paying phosphate mine.

It is stated that the Mexican government will attempt to compel the Oceanic Phosphate Co. to pay an indemnity of $1,500,000 for unlawfully shipping guano from Clipperton Island, in the Pacific ocean. Mexico claims the ownership of this island. The company took possession of the island in 1885, and since that time has been steadily shipping guano to San Francisco and Honolulu, receiving from $10 to $20 a ton for it.

The movement in phosphate rock at the port of Fernandina, Fla., during the present month has shown unusual activity in foreign shipments. The steamship Basutta arrived on the 8th inst. to take a cargo of phosphate for J. H. Packard. The British steamer Hexham and the German bark Lina were loading phosphate for the Dunnellon Phosphate Co., the latter vessel to clear for Melbourne, Australia, with 2000 tons of rock. It is thought that the total shipments for March will be over 25,000 tons.

Savings Banks for the South.

In a letter to the Manufacturers' Record, Mr. A. W. Hunking, agent of the Massachusetts Mills in Georgia, Lindale, Floyd county, Georgia, writes: "I should be glad to see taken up, investigated and pushed in your able paper at the proper time a system of savings banks in the South (aside from the United States postal savings bank scheme), to be protected by State laws such as prevail in New England, to receive the deposits of small earners, clerks, day laborers, farmers, etc., which in the aggregate are very considerable. Investigation of the vast amount of money deposited in the savings banks of Massachusetts alone will surprise you. Most of this amount is available for circulation, based upon satisfactory assets. Just at this point the State steps in and dictates the character of the investment of these funds, real estate always being included. In this way the national bank system of the section is very materially supplemented."

The National Association of Tobacco Growers elected the following officers for the ensuing year at the meeting at Miami, Fla.: President, George Storm, New York; vice-president, J. B. Briggs, Russellville, Ky.; honorary vice-presidents, T. B. Moodie, Lake City, Fla.; A. Cohn, Georgia, and one from each of the other tobacco-growing States; secretary, E. O. Painter, Jacksonville, Fla.; assistant secretary, W. L. Glessner, Macon, Ga.; treasurer, Henry Curtis, Quincy, Fla.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

May Increase Its Paid-In Capital.

The Baltimore Trust & Guarantee Co. is considering the plan of offering $500,000 in stock, which has not been issued, to the present stockholders of the company in proportion to their holdings.

The arrangement proposed is stated by Robert C. Davidson, president of the company, as follows: "The capital stock of the company is now $1,000,000. Five hundred thousand have heretofore been subscribed. The board of directors has been considering the propriety of offering the stockholders the option of taking the $500,000 of unissued stock in proportion to their present holdings."

At present the stock of the company is quoted at about $280 a share. It is reported that the additional stock may be sold at $250 a share, which will not only add $500,000 to its capital, but will increase its surplus by the amount of the premium over the par value of the stock, which is $100 a share. This will augment the company's surplus $750,000. As the company already has a surplus of $500,000, the addition thus secured will increase it to $1,250,000, with a paid-in capital of $1,000,000.

Maryland Casualty Co.

The Maryland Casualty Co., whose formation has already been referred to in the Manufacturers' Record, has increased its board of directors to the number of twenty-five. The officers of the company are: John T. Stone, president; Aubrey Pearre, vice-president; Joseph Walter, treasurer; Robert N. Elder, Jr., secretary, and J. G. Cloud, superintendent of agents. The company starts business with a paid-in capital of $250,000 and a cash surplus of $100,000. Liability insurance of all kinds and accident insurance will be handled by the new concern.

New Corporations.

It is reported that John F. Holden and others, of Crawfordsville, Ga., propose opening a bank in that town.

It is stated Lichtenstein & Hechinger have decided to open a banking-house at Crowley, La., with $10,000 capital.

W. W. Chisholm, William Davidson and others have formed the Savannah Real Estate & Trust Co. at Savannah, Ga., with $50,000 capital.

The Citizens' Trust & Deposit Co. of Baltimore has applied for a charter to do business, with $500,000 capital. Edgar G. Miller, Jr., Henry C. Roche, C. Irwin Dunn, Leigh Bonsal and Charles E. Rieman are interested.

A charter has been granted to the Gregory-Heath Banking & Mercantile Co., of Lancaster county, South Carolina. The capital stock is $15,000. W. T. Gregory is president and T. J. Gregory secretary and treasurer.

The new bank at Bay St. Louis, Miss., will be open for business about June 1. The directors of the bank are E. J. Bowen, E. H. Hoffman, Gilmore Fayard, August Keller, Charles Sanger, Joseph F. Cazeneuve, John O. Soinard, John Caraway and O. M. Nilson.

A charter has been issued to the Carolina Loan & Trust Co., of Greenville, S. C. The officers of the company are: President, J. A. McCullough; vice-president, Frank Hammond; secretary and treasurer, W. G. McDavid; attorney, J. H. Earle; directors, J. A. McCullough, Frank Hammond, J. H. Earle, T. T. Earle, R. Y. Hellams, R. L. R. Bentz, G. W. Sirrine and W. A. Walden. The capital stock of the company is to be $50,000.

The Benevolent Investment Association has been formed at Richmond, Va., with the following officers: Rev. G. C. Coleman, president; Rev. L. R. Fraysier, vice-president; W. H. Hatcher, secretary; George W. Cunningham, treasurer; L. W. Giles, accountant; J. H. Blackwell, superintendent.

Dividends and Interest.

The Central City Trust Co., of Macon, Ga., has declared a semi-annual dividend of 3 per cent.

The Mississippi Valley Trust Co., of St. Louis, Mo., has declared a quarterly dividend of 1½ per cent.

The Reynolds Banking Co., of Reynolds, Ga., has declared a dividend of 9 per cent. on the business of its first year.

The Planters' Bank of Americus, Ga., has declared a dividend of 10 per cent. for the last year, in addition to increasing its surplus.

New Securities.

The proposed issue of $25,000 in bonds will be voted upon by the city of Albany, Ga., on April 18.

The secretary of the board of education at Pleasant Hill, Mo., will receive bids for $3500 worth of school bonds.

The bonds proposed to be issued by the city of Paris, Texas, amount to $60,000. The mayor will give detailed information.

It is stated that the town of Port Lavaca, Texas, will issue bonds for improvement purposes. Address L. Seabrook.

The city of El Paso, Texas, will vote in April on the question of issuing $45,000 in 6 per cent. bonds for improvements.

The First National Bank of New Braunfels has purchased the issue of $34,000 worth of 5 per cent. bonds of Comal county, Texas.

It is reported that the town of Saluda, S. C., may vote the amount of $6000 in aid of the Johnston & Saluda Railroad Co., recently chartered.

W. E. Coffin, of New York, is negotiating with the city of Paducah, Ky., to refund an issue of $45,000 worth of 6 per cent. bonds at a lower rate of interest.

The town of Oakland, Md., has voted in favor of the proposed issue of $55,000 in bonds for improvements. R. S. Jamison, mayor, will give further particulars.

The lodge of Knights of Pythias of Winchester, Ky., is considering an issue of $6000 worth of 5 per cent. bonds for building purposes. T. G. Stuart will give details.

The William C. Little Bond & Investment Co., of St. Louis, Mo., has been awarded $300,000 of bonds of Pettis county, Missouri, issued for refunding purposes.

Hon. J. A. Hixson, mayor of the city of Americus, Ga., announces that the issue of $25,000 in 4½ per cent. bonds, decided upon at the election in October last, will be sold to the highest bidder.

The issue of $8000 worth of Botetourt county bonds for bridge purposes has been sold to the First National Bank of Buchanan, Va., at 105. The bonds bear interest at 5 per cent.

Walter Stanton & Co., of New York, were the highest bidders for the issue of $140,000 in bonds authorized by the city of Newport News, Va., offering a premium of $3164. The sale is not closed, however, until Messrs. Stanton & Co. inform the city authorities that they will take the securities.

An issue of $291,000 in 5 per cent. bonds offered for sale by Bexar county, Texas, has been taken as follows: Kleybolt & Co., Cincinnati, $51,000 courthouse and jail refunding bonds, and $8000 county bridge bonds, at par, with accrued interest up to date of delivery, and $2251 premium. Dietz, Dennison & Pryor, Cleveland, Ohio, $240,000 refunding railroad bonds, at par, with accrued interest up to date of delivery and $2150 premium.

The city council of Baltimore has voted in favor of the issue of $8,800,000 worth of city stock, to be used as follows: Street improvement, $1,500,000; schoolhouses and lots, $1,000,000; storm-water sewers, $500,000; general sewerage sys-

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To Manufacturers.

As export agents of a large number of Southern cotton mills, we have extensive connections all through Santo Domingo, English West Indies, Central and South America, as well as Australia, Africa and Europe. Many of our customers take an interest in other American products, and it is therefore our intention to secure the representation of some of the most important manufacturers in such lines, with the understanding to represent only one in each line. For the purpose of extending our foreign business we have a staff of travellers and resident agents in the different countries, and we pay the manufacturers for all orders secured by them, carrying the accounts of the buyers, to whom, in many instances, long credits have to be granted. Our travellers and resident agents have a full line of samples of the goods we now handle. We only accept accounts where we are the sole agents.

If you are interested in the export business, we would be pleased to quote you our terms and conditions and give you satisfactory references.

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The Only Company of its kind in Maryland or the South.

Cash Capital, - - $250,000
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Inspects and Insures Boilers and Elevators.
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tem (preliminary loan), $1,500,000, and to redeem the following loans, maturing in 1900: City Hall 6 per cent., March 15, $1,000,000; Jones's Falls 6 per cent., April 9, $800,000; Jones's Falls 5 per cent., April 9, $957,000; Jones's Falls 3.65 per cent., April 9, $483,000; Jones's Falls 3½ per cent., April 9, $160,000; Jones's Falls 3 per cent., April 9, $100,000; funding 6 per cent., July 1, $800,000. It will be necessary to secure an enabling act from the legislature to issue these securities.

Financial Notes.

The last annual report of the Petersburg Saving & Insurance Co., of Petersburg, Va., shows surplus and profits of $162,500, although its capital is but $200,000. Since its organization this company has paid stockholders $538,000 in dividends.

The Maryland Casualty Co., of Baltimore, has purchased $100,000 worth of city stock at 106½. This is the highest price yet recorded for the 3½ per cent. securities of Baltimore.

The New Observation Cars Between Baltimore and Pittsburg on the Baltimore & Ohio Railroad.

The new observation cars "Undine" and "Bianca" on Trains Nos. 5 and 6, the New York and Chicago Limited trains on the Baltimore & Ohio R. R., are the latest cars of this pattern from the Pullman shops. They are magnificently furnished with splendidly equipped buffet, parlor, stateroom and observation end. The observation platform is a special feature. It is six feet deep, with extended roof, the sides being protected by large plate-glass windows. Passengers can enjoy the magnificent scenery on all sides in perfect comfort. The buffet is ever ready to supply light refreshments, and dining cars en route serve full meals. The cars are the handsomest ever built by the Pullman Company, and will be run daily between Baltimore and Pittsburg on the trains mentioned.

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Surplus, $1,000,000.

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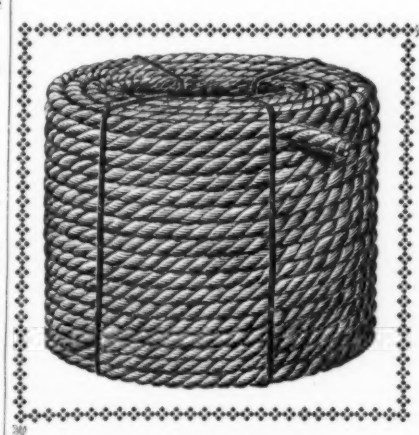

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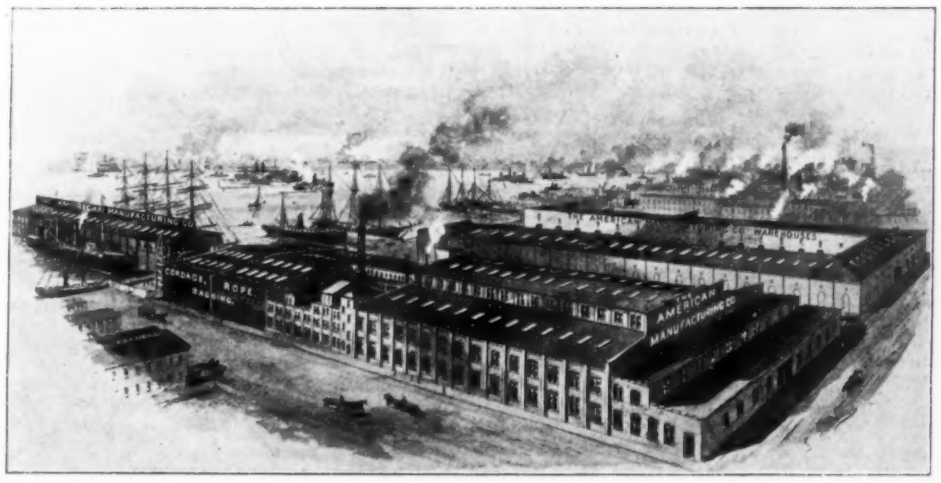

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Thompson & Bushnell 17
Toledo Machine & Tool Co 26
Toomey, Frank 23
Tower & Wallace 6
Trenton Iron Co 25
Trevor Mfg. Co 28
Triumph Electric Co 38
Tudor Boiler Mfg. Co 15

U

Union Iron Works Co ..... *
United Electric Improvement Co 39

V

Valdosta Foundry & Machine Co 20
Valk & Murdoch Iron Works 15
Vanduzen Co., E. W 35
Viaduct Brass Works 16
Vitrified Wheel Co 13
Vulcan Works 30

W

Walker & Allan 8
Walker & Elliott 37
Warren Chemical & Mfg. Co 26
Watkins & Hardaway 6
Watson, Benjamin 24
Webster, Warren, & Co 9
Weir Frog Co 8
Wells Light Mfg. Co 25
West Mfg. Co 21
Western Electric Co 31
Western Electrical Supply Co 38
Western Maryland Railroad ..... ‡
Westinghouse Air Brake Co 2
Westinghouse Elec. & Mfg. Co 38
Westinghouse Machine Co 17, 23
West Pascagoula Creosote Works 24
Wetherill, Robt., & Co 15
Whaley, W. B. Smith, & Co 6
Whitinsville Spinning Ring Co 30
Whitney, Baxter D 29
Wilcox, W. A 23
Wilkinson Mfg. Co 16
Williams Bros 34
Williams, Haskins, & Co 24
Williams, I. B., & Sons 11
Williams, J. H., & Co 40
Williams, John L., & Sons 145
Williams & Schmid ..... †
Willis, E 23
Wilson Laundry Machinery Co 4
Wolf Co., The 20
Wolf Co., Fred. W 18
Wood, R. D., & Co 12
Worthington, Henry R 20
W. P. H 21
Wright Co., The 12
Wrightsville Hardware Co 20
Wyckoff, Seamans & Benedict 9

Y

York Mfg. Co 18

Z

Zier & Co., M 18

Ads. marked thus * appear every other week.

Ads. marked thus † appear in first issue of each month.

Ads. marked thus ‡ not in this issue.

PROPOSALS.

THE County Commissioners of Pulaski County, Georgia, desire to purchase for courthouse windows, inside blinds; best material and latest styles wanted. For further information address T. J. HOLDER, Clerk, Hawkinsville, Ga.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., March 9, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 26th day of March, 1898, and opened immediately thereafter, for all the labor and materials required for the erection and completion of a disinfecting house for the U. S. Marine Hospital building at Baltimore, Md., in accordance with the drawing and specification, copies of which may be had at this office or the Office of Custodian, Baltimore, Md. JAMES KNOX TAYLOR, Supervising Architect.

BIDS WANTED.—PROPOSALS for supplying the City of Rock Hill with water will be received for thirty days from this date by the Water-Works Committee, of the City of Rock Hill, S. C. The water furnished to be taken from Artesian or Deep Wells. The City of Rock Hill agrees to rent forty or more hydrants for a term of twenty years, and will give an exclusive franchise for a period of twenty years to the company supplying the water. Specifications and full particulars will be furnished by the Committee who reserves the right to reject all bids. Address CHAIRMAN WATER-WORKS COMMITTEE, Rock Hill, S. C. March 10, 1898.

PROPOSALS FOR FURNISHING STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., Feb. 28, 1898.

SEALED PROPOSALS are invited, and will be received at this Department until 12 M. on Wednesday, the 30th of March, 1898, for furnishing stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department during a period of four years, beginning on the first day of October, 1898. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing stamped envelopes and newspaper wrappers," and addressed to the Third Assistant Postmaster General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

Blank forms of proposal, with full specifications and samples of the envelopes and wrappers, will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
Postmaster General.

PROPOSAL FOR FURNISHING ADHESIVE POSTAGE STAMPS.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., Feb. 28, 1898.

SEALED PROPOSALS are invited from parties carrying on the business of steel-plate engraving and plate printing, or who have had experience in conducting that business, and will be received at this Department until 10 o'clock A. M., on Wednesday, the 30th of March, 1898, for furnishing adhesive postage stamps of the following-named classes, in such quantities as may be called for by the Department during a period of four years, beginning on the first day of July, 1898, viz:

Ordinary postage stamps for the use of the public.
Newspaper and periodical stamps.
Postage-due stamps.
Special delivery stamps.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing adhesive postage stamps," and addressed to the Third Assistant Postmaster General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof, otherwise they will not be considered.

Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
Postmaster General.

Proposals for Heating Plant, etc., New Courthouse, Baltimore City, Maryland.

Office of the Courthouse Commission,
City Hall, February 17, 1898.

Sealed proposals will be received at this office until 3 P. M. of April 1, 1898, and immediately thereafter opened, for the construction and installation of the boiler plant, heating and ventilating apparatus, water supply system, fire pump, &c., for the new Courthouse for Baltimore City, now in course of erection.

Copies of the drawings and specifications may be seen on and after February 28th, 1898, by those desiring to submit proposals at the office of the Inspector of Buildings, City Hall; at the office of the architects, 4 East Lexington St.; at the rooms of the Builders' Exchange, Baltimore; or a copy of the drawings and specifications will be furnished on application and payment of $25, of which $20 will be refunded upon return of the same complete. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal, made out to the order of the Mayor of Baltimore City.

The right is reserved to reject any or all bids, and to waive any defects or informalities in any bid, should it be deemed to the interest of the city to do so. All bids received after the time stated will be returned unopened.

BUILDING COMMITTEE OF NEW COURTHOUSE,
HENRY D. HARLAN,
ROB'T H. SMITH,
Sub Committee.

WANTED TO SELL.

A $1500 per year Bookkeeper's place, and a $15,000 interest in a well established business that paid over 20 per cent. dividend last year. Address WM. JONES, care Walsh & Wiedner, CHATTANOOGA, TENN.

WANTED.

A PARTNER

in a well-established wagon manufacturing business, situated in a progressive Southern city of 20,000 inhabitants. $6000 buys a half interest. Money is needed to increase the plant so as to take care of increasing business.

For further information address W. P. H. care Manufacturers' Record.

CHARLESTON, S. C.

Is showing great Commercial Development.

For Sale—Residences, Building Lots, Farms, Manufacturing and Hotel Sites.

An ideal city for a HOME. Full of historic interest. Cost of living is cheap and climate delightful. Educational facilities are unsurpassed.

Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

Exchange Banking & Trust Company,
CHARLESTON, S. C

OFFICES IN BALTIMORE.

Business men desiring to open offices in Baltimore will find in the

MANUFACTURERS' RECORD BUILDING

superior advantages in location, comfort and convenience.

The building is modern in every respect; furnished throughout in quartered oak; steam heat, electric and gas lights, quick elevator service, mail chute, etc.

LOCATION,

corner Lexington and North streets diagonally opposite the City Hall and Postoffice, and immediately facing the temporary Courthouse which will be occupied for the next five years. All the principal street car lines pass within one square, giving quick access to every part of the city.

Considering the location, conveniencies and services, these are the cheapest offices in Baltimore.

Light, heat and janitor service free. Inspection invited.

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BALTIMORE, MD.

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M. BRADFORD, Supt.

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Legitimate work solicited in any part of the country. Write for references.

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IRON & STEEL,
Land Title Bldg., Broad & Chestnut Sts., Philadelphia, Pa.
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REPRESENTING The Holland Company Girder and Tee Rails.

REPRESENTING Matthew Addy & Co. PIG IRON.

AGENT UNION MINING CO. MFRS. OF "Mt. Savage" Fire Brick

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DURABLE HEALTHFUL NOISELESS

20,000,000 square yards laid in eighteen years.

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10,000 XX-6¾ size, good quality white envelopes printed for $10. Freight paid when money accompanies the order. Samples on application. ATLANTA ENVELOPE CO., Atlanta, Ga.

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Send for Catalogue and list of users.

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NONE GREATER THAN THE **GILMORE GRATER**

The only one that WILL NOT CLOG.

For Soft Cheese, Lemons, Chocolate, Cocoanut, Vegetables, Bread, Soap, Etc.

A Splendid Seller.
Pays a Handsome Profit.
Prices on application.

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BUFFALO, N. Y.

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New Atlantic Hotel

Rates, $2.50 to $4.00. NORFOLK, VA.

$10,000 Saved by advertising "Bids Wanted" in Manufacturers' Record.

FRANK P. MILBURN,
Architect of
COURTHOUSE AND JAIL WORK.

Winston, N. C., June 12th, 1896.

The Manufacturers' Record, Baltimore, Md.

Gentlemen—* * * I have advised a number of counties, towns and cities for which I have prepared plans for public buildings to advertise for bids through your paper, knowing that the results in securing competition pay well for the small cost to any county or municipality. I find that more contractors read your journal than any other paper in the Southern States. Making a specialty of public buildings for seventeen years, I can appreciate the results in securing low prices by notifying material men through such advertising as to what is wanted. I think this county secured a $60,000 fire-proof building for $50,000 by having large competition only.

Yours truly, FRANK P. MILBURN.

Moral—Advertise all municipal and construction work where bids are wanted in Manufacturers' Record.

It costs only 15 Cents a year to own one.

THE BEST ON EARTH.

Patented January 5, 1897; others applied for.

THE HARTZELL
Self Draining Hose Reel.

It will last twenty years and it sells at

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It is rigidly, scientifically and mechanically constructed. It drains out all the water. It keeps the hose in good order. The hose is not kinked, twisted, crushed or drawn to a tension as it is easily unreeled. It sells at sight. For catalogue and lists address

The Hartzell Novelty Works, Alliance, O., U. S. A.

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IRON AND STEEL PLATES,

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ARTISTIC WORK.
PROMPT DELIVERIES.
LOW PRICES.

Address all communications to

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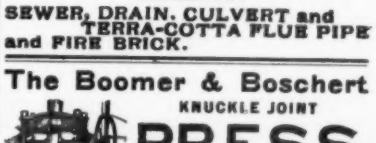

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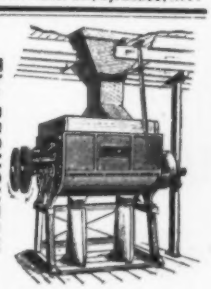
For Baling Cloth, Paper, Yarn, &c.

Or for any other purpose requiring great pressure.

BOOMER & BOSCHERT PRESS CO.
386 W. Water St., Syracuse, N.Y.

The BROUGHTON DRY MIXER FOR Hard Plaster, Cement, Paint, &c.

W. D. DUNNING,
96 W. Water St., SYRACUSE, N.Y.



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20,000 Electric H. P.

Developed and Being Developed.

125 Feet Fall at Columbus, Ga., in Chattahoochee River.

Largest and Cheapest H. P. in the South.

Established Manufacturing Center.
Large Operative Population. Temperate Climate.

Columbus Was Incorporated in 1829 and Has Never Had An Epidemic.

Free Mill Sites, either in or just without the corporate limits. No Strikes.
Lowest Tax Rate of any Georgia County.
No Oppressive State Legislation.
Seven Railways. Five Steamboat Lines.
Low Freight Rates.
Electric Belt Line. Electric Street Cars.
Minimum Cost of all Building Material.
Public Day, Night and Kindergarten Schools.
Handsome Churches and Public Library.
A Refined and Progressive Citizenship.

The Coming Great Manufacturing Metropolis of Georgia and the South. - - - - -

ADDRESS L. H. CHAPPELL, Mayor, or
RHODES BROWNE, Secretary
Columbus Board of Trade,
COLUMBUS, GA.

ABERDEEN, MISS.,

is a prosperous, enterprising and growing town in the heart of one of the most fertile and productive sections of the United States. Its posibilities are wonderful and by proper effort and push it can be made a manufacturing and commercial centre. Aberdeen

Wants a Cotton Factory.

Eastern Capital can find Capital in Aberdeen to help establish a big Cotton Mill in the centre of the Cotton Belt of Mississippi. Correspondence solicited. Write to

J. W. ECKFORD,
Aberdeen, Miss.

RADFORD, Virginia.

Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry. at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

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Secretary Board of Trade,
RADFORD, VA.

VALUABLE COTTON MILL FOR SALE.

The undersigned offers for sale the

ROSALIE MILLS COMPANY'S PROPERTY

at Natchez, Miss.,
including buildings, tenements and machinery.
Production 3000 pounds per day.
Machinery of latest design and in first-class order.
Address for particulars and terms

W. H. SHIELDS,
Natchez, Miss.

WILMINGTON. N. C.

The Place for Factories.

Central location between extreme North and South. Climate perfect. City very healthy. Surrounded by the most productive cotton and rice plantations and truck farms. One lives cheaply in Wilmington and consequently labor is cheap also. Our city is the best situated on the South Atlantic Coast for factories of all descriptions, it has the lowest freight rates in the entire timber and cotton belt. Our cotton mill runs day and night, **and new factories are exempt from taxation for ten years.**

For further information write to the

SECRETARY of Chamber of Commerce.

A Good Chance for a Cotton Factory.

30 acres with ample buildings, one 100-horse-power steam engine and boiler. The above property is all new and is known as the Shreveport Fair Grounds. Address

E. M. SMITH, Shreveport, La.

THE COLUMBIA WATER POWER CO., COLUMBIA, S. C.

.....Offers for sale.....

UNLIMITED ELECTRIC POWER

in large or small units for manufacturing purposes. Columbia is in the centre of the cotton producing country. Low freight rates to all points. An ideal manufacturing location.

GEORGE WALLACE, General Manager, Boston Office, 53 State St., Room 608.
WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

Horse Power for Sale or Lease.

Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to investigate the superior advantages possessed by the

Roanoke Navigation & Water Power Co.

The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

2000 HORSE POWER NOW READY for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line, INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water.

Good manufacturing sites for various industries are available. **2,000,000** brick on hand and a yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH, **200,000** BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime of potash. Boats using 3½ feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000

LABOR is INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

Our power can be bought or leased at reasonable rates. Will take pleasure in answering all requests for detailed information. Address

Roanoke Navigation & Water Power Co.

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WELDON, N. C.

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Apply New York Office, 18 Walker Street.

Kitson Opener and Breaker Lapper, 36", 3 Beaters.
Kitson Finishing Lapper, 36", 2 Beaters.
Lord Finishing Lapper, 36", 2 Beaters.
23 Howard & Bullough Roller Cards, 36", with Coilers, Clothed.
34 Deliveries Howard & Bullough Drawing, 10" Coilers
2 Howard & Bullough Slubbers, 10x5, 80 spindles each.
1 Saco Water-Power Slubber, 10x5, 60 spindles.
4 Howard & Bullough Intermediate Roving Frames, 9x4½, 100 spindles each.
3 Saco Water-Power Roving Frames, 7x3½, 144 spindles each.
1 Howard & Bullough Roving Frame, 7x3½, 160 spindles.
5 Howard & Bullough Roving Frames, 7x3½, 144 spindles each.
4 Parr Warp Mules, 1⅜ gauge, 700 spindles each.
4 Parr Warp Mules, 1⅜ gauge, 600 spindles each.
1 Arnold Spooler, 4" gauge, 80 spindles.
1 Payne Spooler, 4½ gauge, 80 spindles.
1 English Spooler, 4½ gauge, 368 spindles.
4 Howard & Bullough Warpers, 500 spools to creel each.
2 Howard & Bullough Slashers, 82" copper cylinders.
Watts Campbell Co. Horizontal Corliss Steam Engine, condensing; diam. of cylinder, 20"; stroke, 48"; diam. of belt wheel, 20 ft.; face, 24 inches.
Set Roll Covering Tools.
14"x7"x12" Knowles Duplex Pump.
Set Philips Dry Cans, 1 cylinder 6ft.x84", 5 cylinders 3ft x84"; with water rolls.
4 Butterworth Drying Cylinders, 42"x23".
1 Fales & Jenks Dry Twister, 200 spindles.
1 8½" Luther Wood Stretcher; 2 Luther Brass Stretchers, 74"x13".
1 20" Risdon Water Wheel, 2½" Davis Regulator.
1 Cloth Doubler 1 Stott Silk Warper.
Oil Tanks, Vapor Pots, Steam Traps, &c.
1 48" and 1 60" Barney Fans.
4 Butterworth Drying Cylinders, 62"x23".
4 Granger Drying Cylinders, 108"x30".

ROBERT FRANKLIN ADAMS.

FOR SALE.

TWO ACRES OF LAND

with 5-room dwelling; mill and gin house, 30x70, two stories; 55 H. P. engine and boiler; two 36-in. Nordyke mill under-runners, capacity 750 bus. good meal in 24 hours; four 60 saw gins and Thomas steam press, with all modern improvements, capacity 30 bales in 10 hours; side track at Georgia railroad depot.

Property originally cost $7000. All in first class condition. Correspondence invited.

C. W. ENNIS,
Milledgeville, Ga.

Knitting Mills for the South.

MR. W. G. MAXWELL, of the Wool Exchange Building, New York, one of the founders of Roanoke Rapids, N. C., and organizer of the first knitting mill company there, is prepared to introduce this industry at any favorable point in the South with the utmost speed and perfection.

The knitting mill at Roanoke Rapids has been a wonderful success, and is now running night and day.

The South is beginning to feel the competition of her own cotton mills, but the knitting industry has there a comparatively free field, and this is the time to enter it with certainty of large profits.

Mr. Maxwell will be pleased to correspond with individuals, corporations or municipal bodies upon the subject.

Southern Cotton Mill WANTED.

A practical cotton manufacturer would buy one-half interest in a cotton cloth or yarn mill of five to ten thousand spindles. Or would arrange with a company having a good mill with latest make of machinery who are in need of financial assistance to loan the amount needed, interest and security being satisfactory, and take management of mill during time of loan.

Address **A. B. C.**, care of this paper, giving full description of property; also price.

State make of machinery and how long in use.

FOR SALE.

One of my clients who desires to give to his bank his entire attention, which is now divided between banking and cotton-oil manufacture, wishes to sell

A 25-Ton Cotton Oil Mill

new, well located, latest and most improved machinery, Modern Gin and Equipment; also Fertilizer Plant; everything in first-class order; rate of insurance 1⅛ per cent. Address

EDWIN LEHMAN JOHNSON,
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Complete New Hosiery Mill Machinery Outfit.

Capacity over 100 dozen a day. Has not been run two years. Cost $14,000. Will sell for $8000 cash. Apply to

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FOR SALE.

In the Piedmont section of North Carolina on the Southern Railway and the South Yadkin River. Full copy of engineers report sent on application.

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for COTTON MILL in Central North Carolina FOR SALE. Address E. J. HOLT, Smithfield, N. C.

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Parties desirous of starting such plant will hear about good territory from

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A Chance to Get Rich!

Foundryman to invest $3500 and assume management BOX 674, BIRMINGHAM, ALA.

FOR SALE CHEAP.

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Planing Mill Machinery and Manufacturing Plant, Double Story Building covering 5 city lots, located in heart of city on two main railroad lines.

Building admirably equipped for wood manufacturing purposes, all being in perfect order and ready for operation. Abundance and low price of raw material, together with low freight rates to jobbing centers, makes this an unexcelled point for wood manufacturing plant. Detailed particulars furnished on request.

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Norfolk and Ocean View Railroad

8¾ Miles Norfolk to Ocean View;
Standard Gauge; Electric Power;

ITS PROPERTY AND FRANCHISES,

including the Ocean View Hotel Property.

Pursuant to a decree of the Circuit Court of the United States for the Eastern District of Virginia, we shall sell at PUBLIC AUCTION in front of the Custom-House, Norfolk, Virginia, on **Wednesday, the 23d Day of March, 1898, at 12 O'clock M.,** the above referred-to property.

For further information apply to W. W. OLD, CALDWELL HARDY, Special Commissioners, NORFOLK, VA.

TIMBER LAND.

21,000 Acres Virgin Forest in best timbered section of West Virginia. Experts measured off several one acre blocks on N., S., E. and W. portions of this tract, and then *measured* the timber thereon, using Scribner's Lumber and Log Book. Best acre measured 80,027 feet B. M.; thinnest acre, 19,964 feet; general average, 39,271 feet per acre, divided as follows, viz: Hemlock, 19,016 feet; Spruce, 11,358 feet; Cherry, 2,778 feet; Maple, 2,077 feet; Birch, 1,212 feet, Sugar, 948 feet; Ash, 794 feet; Beech, 818 feet, and Cucumber, 270 feet. Total amount of merchantable timber on this tract (approximated)

863,962,000 FEET.

The Title is Guaranteed to be Absolutely Perfect

Price and terms very reasonable. Sworn statement of the experts and detailed information sent upon application to **THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.**

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Mineral, Farming

AND

Timber LANDS.

Can Supply following:

Asbestos Lands.	Antimony.
Baryta.	Black Cypress Poles.
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Tie Lands.	Tan Bark Lands.
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Are the Best.

Charter is good in any state, no liability, signers furnished saving you $40, consultation free.

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Incorporate Your Business.

West Virginia Laws Most Liberal.
No Personal Liability. Non-Assessable Stock.
Plan mailed on application.
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COPENHAGEN, DENMARK,
Agency and Commission Merchant.

Cash advanced to any amount on consignments. First-class American references.

FOR SALE.

Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads. Capacity 150 sets of wheels per day. 10,000 finished spokes per day. Best of material right at door at cord-wood prices. Address

P. O. BOX L,
Meridian, Miss.

AGENTS WANTED—To Sell the

"Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs. Full circle, Simple in construction, efficient in service. Write, prices, discounts.

ALABAMA FOUNDRY & MACHINE WORKS,
NEW DECATUR, ALA.

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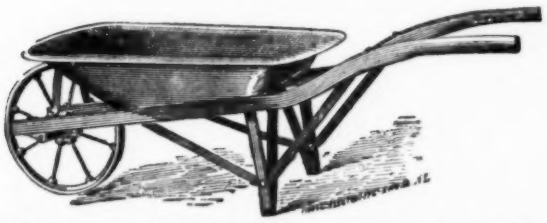

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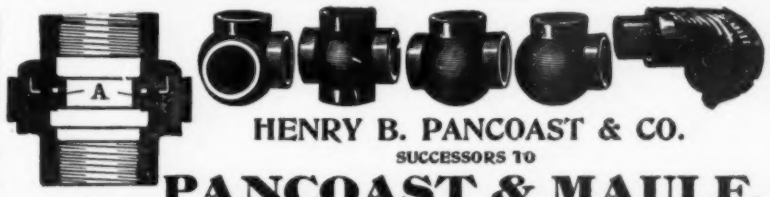

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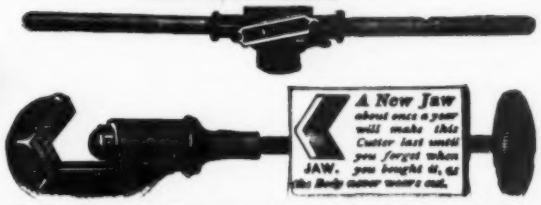

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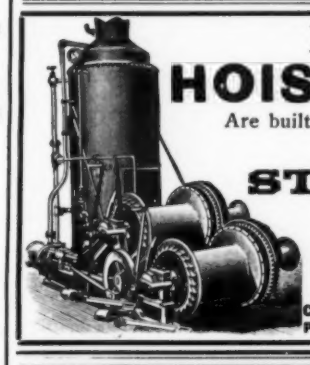

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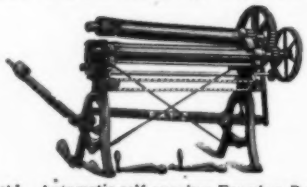
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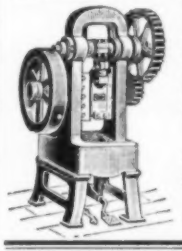
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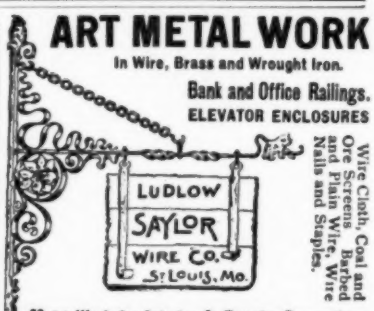

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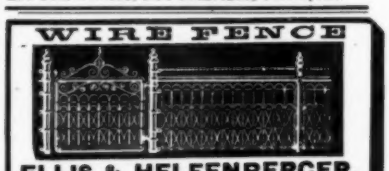
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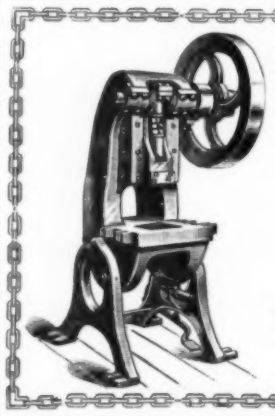
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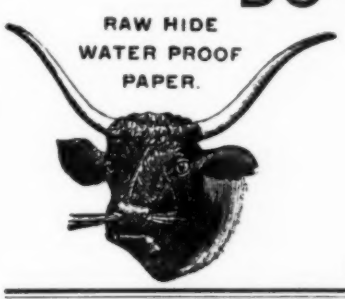

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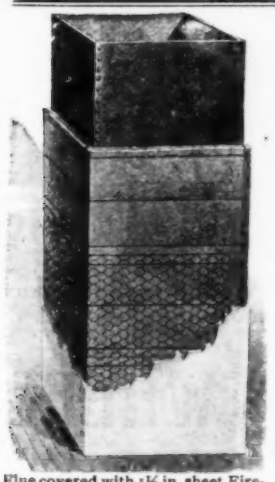

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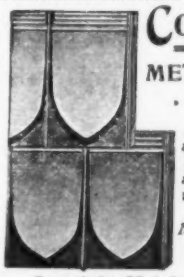

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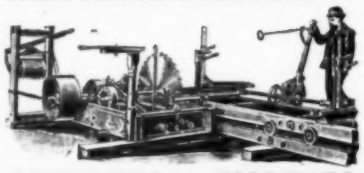

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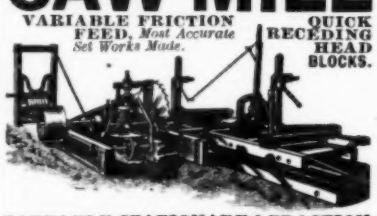

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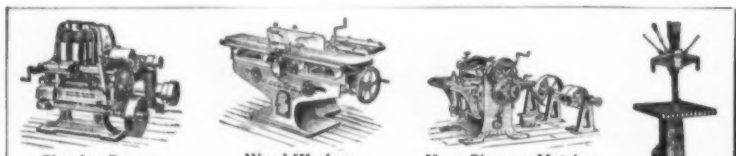

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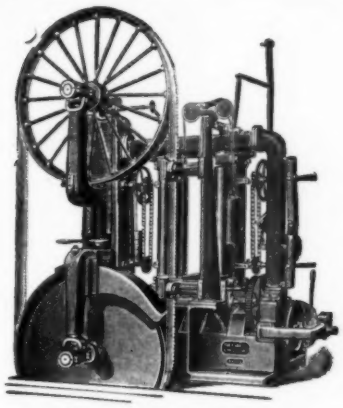

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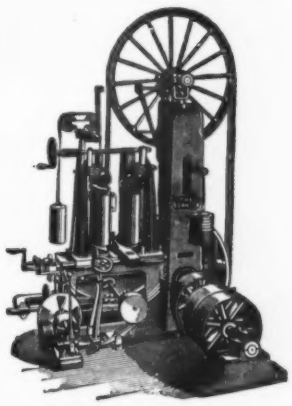

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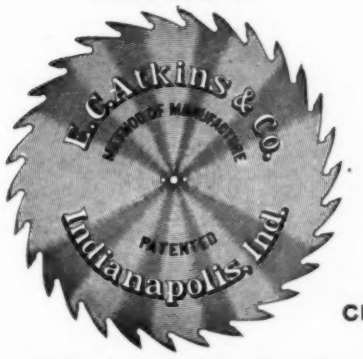

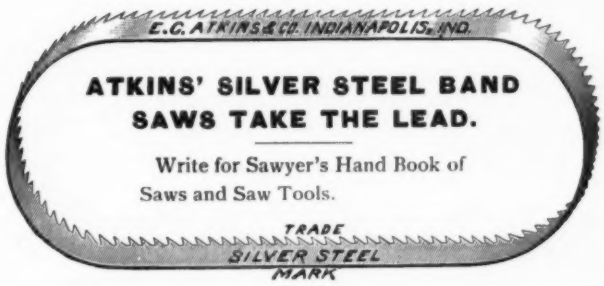

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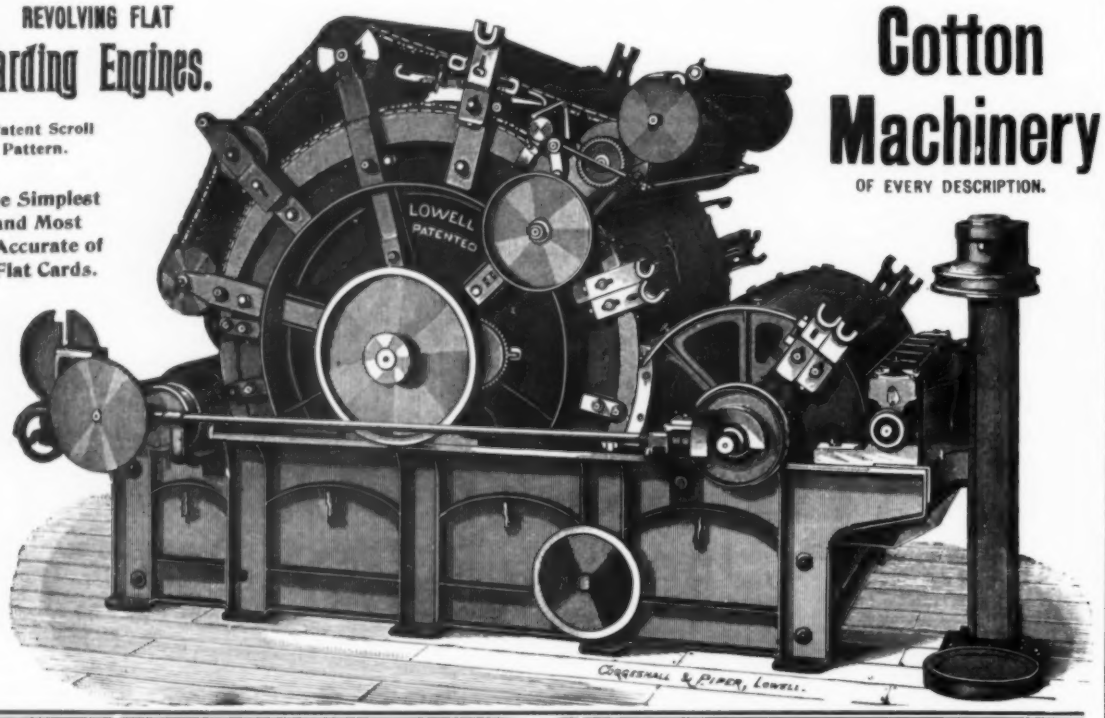

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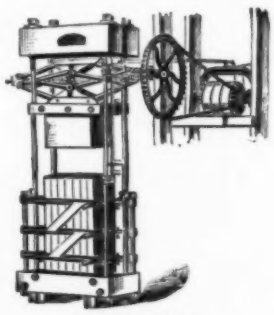

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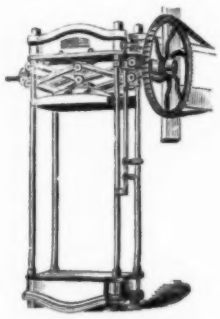

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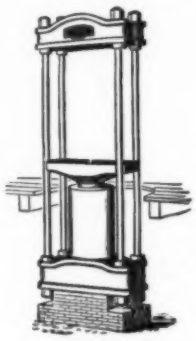

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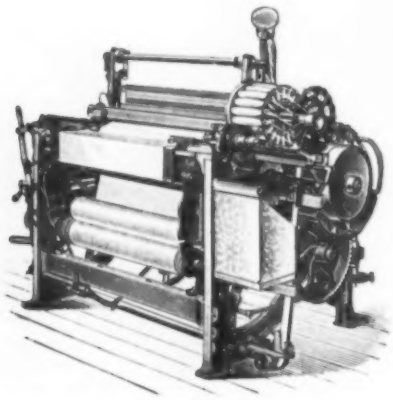

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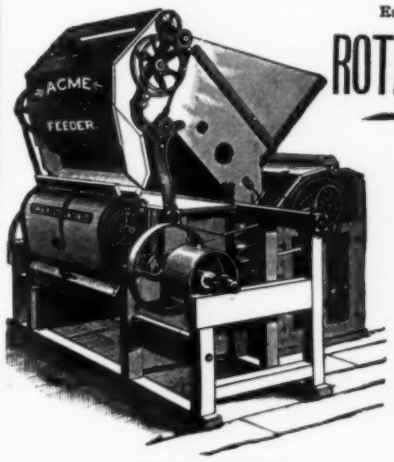

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WANTED—First-class practical locksmith and machinist with at least $500 as partner; particulars to man who means business; give correct name and address. LOTZEPF, care Manufacturers' Record. a8

WANTED—Correspondent thoroughly familiar with the manufacture of "overalls," cheap shirts and trousers, the cost of making, capacity of such machinery, cost of manufacture, etc.; right man can get superintendency of prospective plant here; one familiar with knitting machinery and the manufacture of hosiery and underwear preferred. Address E. K. BRYAN, Jr., Secretary Business Men's Association, Danville, Va. a1

WANTED—A draughtsman, accustomed to engine work preferred; permanent position to the right party. Address R. D. C., care Manufacturers' Record. a1

WANTED—Agents to sell an article that eight out of ten factories, mills, stores and private families must use. Address EUREKA MFG. CO., 21½ E. Alabama St., Atlanta, Ga. m25

WANTED—Superintendent for new underwear mill making plain and ribbed cotton underwear; making a specialty of summer goods. Address J. C. Collier Co., Barnesville, Ga. m18

WANTED.—At once, by mill of 10,000 spindles, a reliable man as superintendent, middle age, experienced in manufacture of cotton plaids and sheetings. Parties must give reference as to ability, etc. Address P. O. BOX 190, Tuscaloosa, Ala. m18

WANTED—To secure the services of a practical slate expert in the capacity of superintendent or foreman. Address Jackson, Meshier Mining Co., 40½ Whitehall St., Atlanta, Ga. m18

WANTED.—Traveling salesmen on salary or commission to sell our steel pens to offices, banks and stationers. Agents need apply. Address SPOT CASH PEN CO., Boston, Mass.

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WANTED—Young man of experience desires position as stenographer with good Southern firm; good references; can use Smith or Remington machine; moderate salary to start. Address NORTH, 1125 Broad St., Nashville, Tenn. a1

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WANTED—Situation as estimator or superintendent of sash and door factory, planing mill or the erection of buildings; experienced in all details of building, factory work and office duties. Address M. M TAYLOR, 1931 W. Jefferson street, Louisville, Ky. a1

A YOUNG MAN, aged 34 years, 14 of which have been spent in the ice business, desires a position as manager of some ice concern; understands the business in all its details, and is a hustler after trade; is now employed but wants a change; salary wanted $1800 per annum. Address ICE, care Manufacturers' Record. m25

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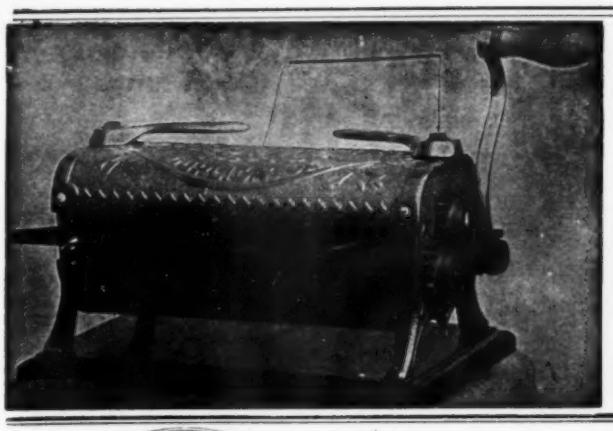

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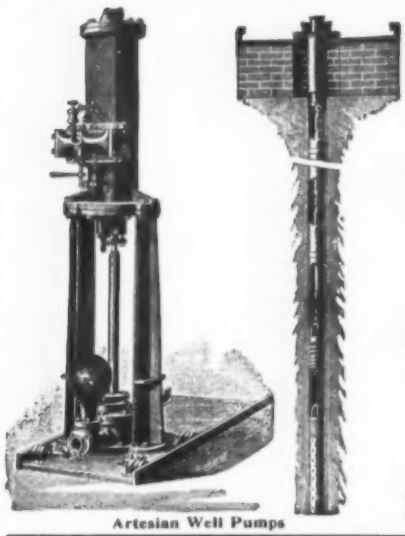

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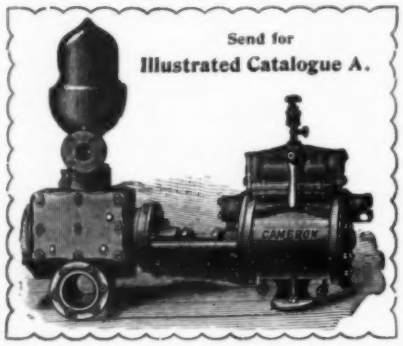

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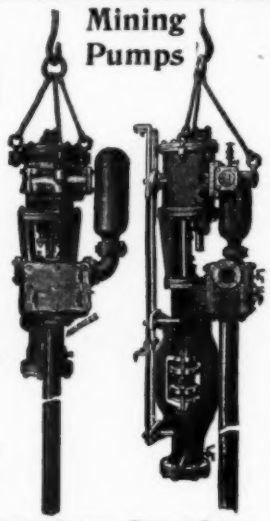

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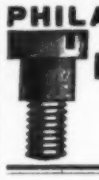

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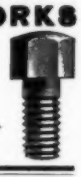

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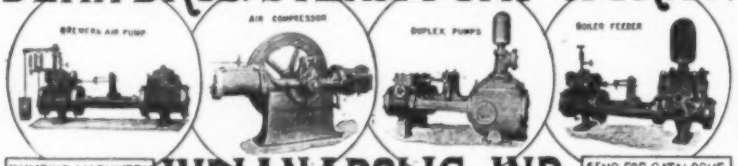

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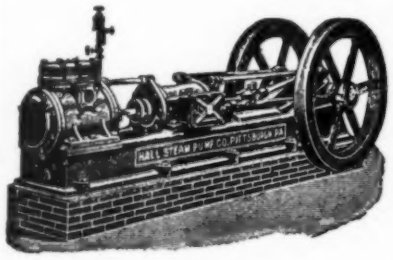

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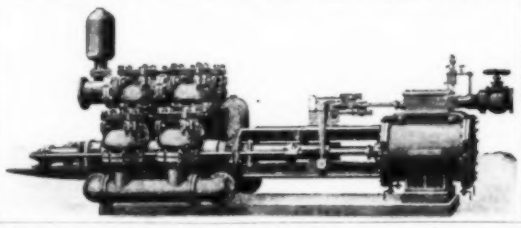

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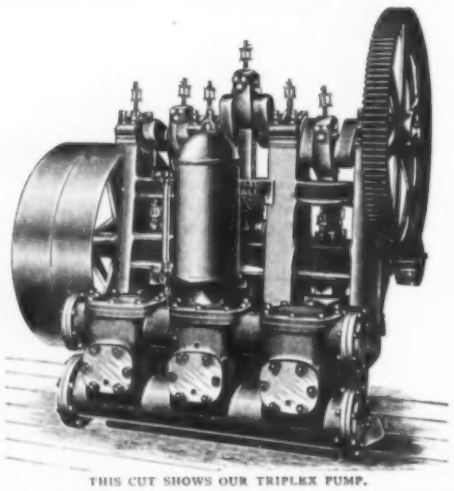

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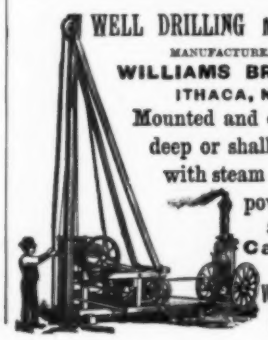

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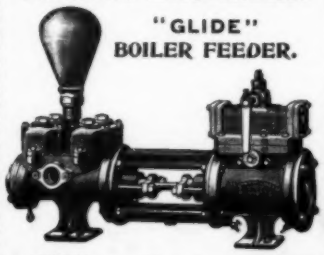

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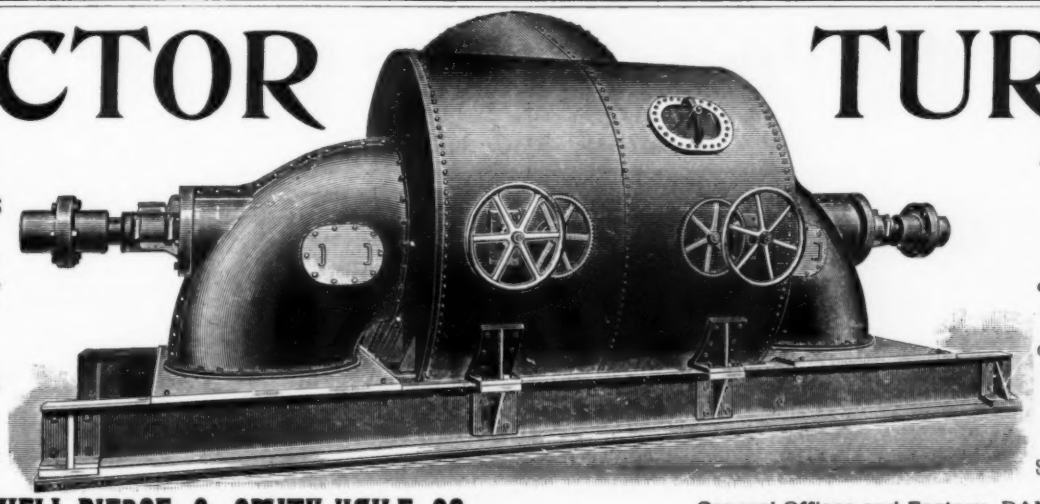

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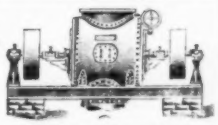

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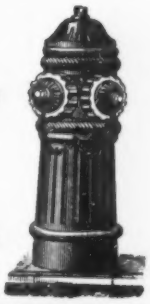

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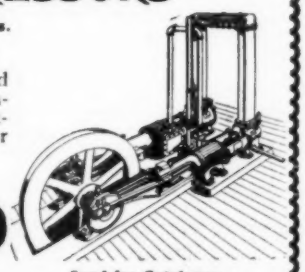

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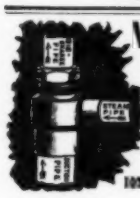

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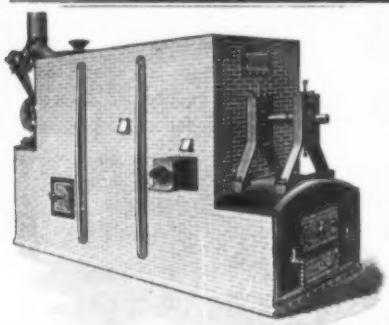

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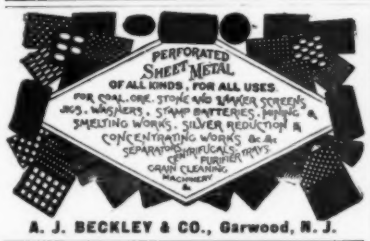

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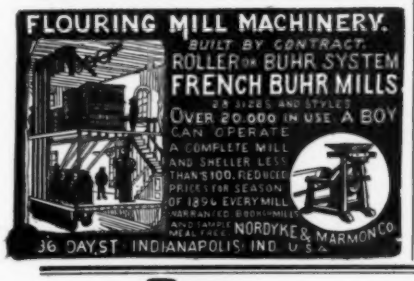

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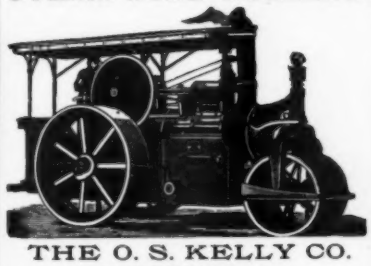

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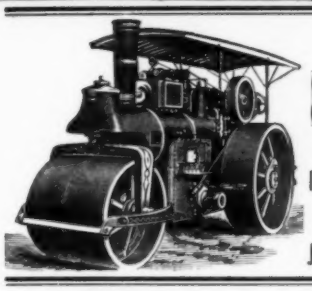

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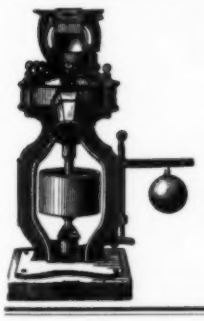

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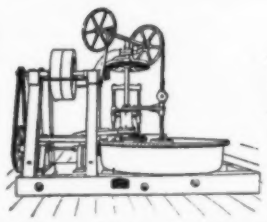

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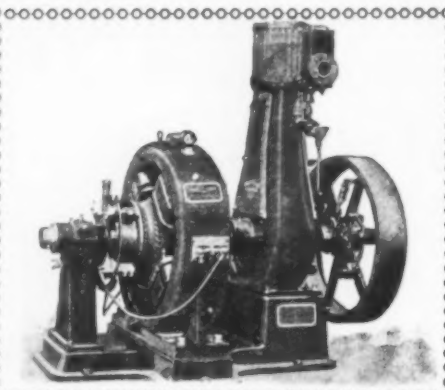

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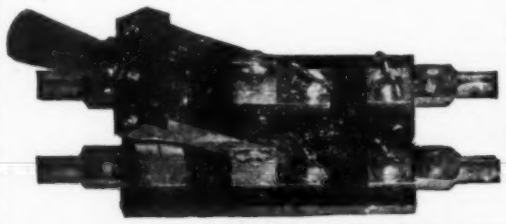

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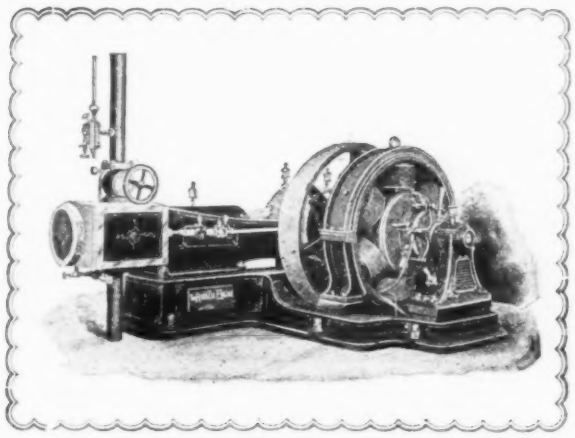

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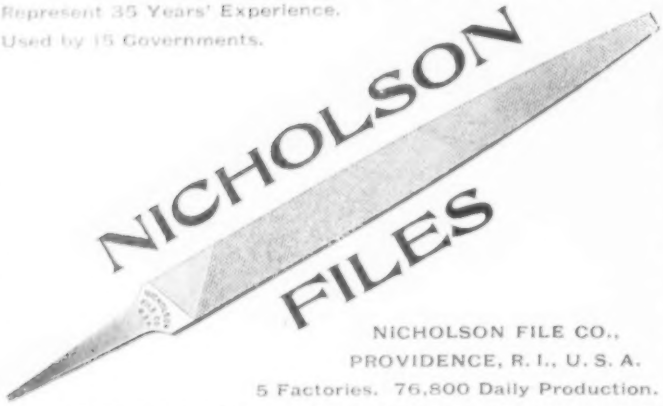

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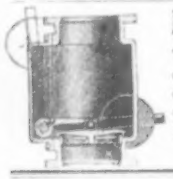

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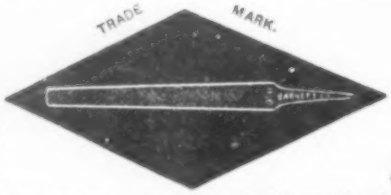

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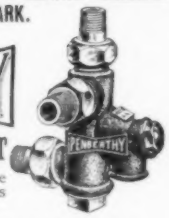

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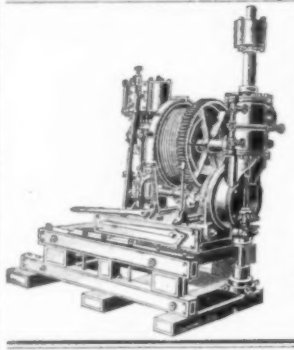

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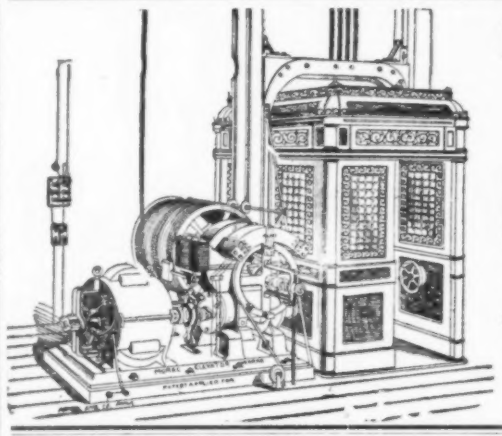

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